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*Letters in parenthesis signify nature of article, as (C) contributed article; (Ed.) editorial; (L) "leading article" (digested from another source); (il.) illustrated; (port.) portrait; (R) book review.*

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EDITED BY ALBERT SHAW

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### MEMBERS OF THE AMERICAN WAR MISSION IN PARIS

(Colonel E. M. House, head of the American delegates to the Inter-Allied War Conference, is seated in the center. On one side of him is General Bliss and on the other is Admiral Benson. At the reader's right, next to General Bliss, is Mr. Oscar Crosby, of the Treasury Department, and next to Admiral Benson is Mr. Bainbridge Colby, of the Shipping Board. Immediately behind Colonel House is Mr. Paul Cravath, of New York, in front of whom stands Mr. Vance McCormick)

# THE AMERICAN REVIEW OF REVIEWS

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No. 1

## THE PROGRESS OF THE WORLD

Our Civil War ended in its fifth calendar year. With the opening of 1918 the present world war involves its fifth calendar year, although only three and a half years have yet elapsed. That is to say, the conflict has occupied nearly half of 1914, the whole of 1915, 1916, and 1917, and is entering upon 1918. We are frequently asked when it will end, and we are not able to reply with any assumptions of superior knowledge or judgment. We may, however, suggest several considerations. The efforts of the United States to prepare for an important, if not a decisive, part in the war are on a great scale and have behind them the moral purpose of the nation. If, from the practical standpoint, these efforts have not been as efficient and as coherent as they ought to have been, it remains true, when the worst is brought to light and admitted, that much has been accomplished. The power of America to contribute to the defeat of the German cause will be expressed in terms of increasing war efficiency. Already the support of America is of large material value to the Allies. This aid will expand rapidly throughout the year 1918. It will not be until next year, however, that—besides supporting the Allies with money, food, war materials, and ships—America can if necessary become a very large and perhaps a decisive factor in the direct military determination of the war. The world-wide elements that enter into the situation have become so numerous and so complex that many things may happen that cannot now be fore-



AT THE DOOR OF DR. CHRONOS ("FATHER TIME")

FOOTMAN: "Whose turn next?"

PEACE: "I have waited the longest!"

WINTER: "Age always first!"  
From *Nebelspalter* (Zurich, Switzerland)

seen. But if major factors are to work their logical outcome, and if the war is to be concluded through military pressure, it would be our present opinion that the end might come with defeat of the Central Powers in the autumn of 1919, after the war had lasted a little more than a full five years.

*Why the  
War is  
Prolonged*

Judging affairs from the purely military standpoint, the collapse of Russia would seem to have delayed victory for the Allies by about a year. If the Anglo-French fighting on the Western front has been disappointing in its results during 1917, the blame cannot justly be laid at the door of the armies or their leadership.

The German withdrawal, early in the year, to the "Hindenburg line," while an acknowledgment of the formidable character of the British preparation for a spring offensive, was a clever strategic movement on the part of the Germans that gained for them more than they conceded to their foes. By the time they were ready for the tremendous pounding that General Haig visited upon the German lines in Flanders, it had become possible for the Germans to withdraw large bodies of men from the forces that had been operating in Russia. But for this misfortune of Russia's failure to hold the attention of a due proportion of the German and Austrian armies, the French and English armies would almost certainly have driven the Germans out of northern France, back to the line of the Meuse, well before the end of 1917. The English would have taken a long stretch of Flanders shore line and destroyed some of the most pestiferous bases of German submarine and airplane activity. And they would have been in a position to drive the Germans entirely out of Belgium and across the Rhine in the spring and summer of the present year 1918. Thus it must appear a terrible misfortune for Europe and the world that Russia could not have held her ground on the fighting front for a few months longer. It would have meant peace for all mankind.

*Pessimism  
Is Not  
Justified*

But while it is possible to outline the nature of the catastrophe—and only too easy to point out the immensity of the cost in lives and material things of a year's further prolongation of this appalling war—it is not necessary to be pessimistic as to the nature of the outcome. Victories that do not bring peace any nearer, and that do not bring any stable gains, can be of no value to Germany, while on the contrary they are likely to prove in the end to be greater misfortunes for the Teutons than for their opponents. Thus, while Germany's relative military position seemed stronger last month than ever before, and while her fighting machine seemed more than ever invincible, her rulers were not able to show the people that durable peace lay in the direction of her victories and conquests. She was merely demonstrating the more clearly that she had been first and foremost in militarism, and that her performances had compelled a reluctant and peace-loving world, of far greater aggregate resources than hers, to become militarized in order to defeat her.

*Catching Up  
With  
Militarism*

Thus every demonstration of German military prowess meant the more certain and rapid development of opposing military power, and the greater punishment of Germany in the end. In the early stages of the war the Emperor William sneered at England's "contemptible little army." Since that time Germany has lost several millions of her best young men, and meanwhile the contemptible little army of Great Britain has grown to a superbly trained and equipped fighting force of perhaps five million men that—in spite of great losses—holds its maximum strength and efficiency for the year 1918. In like manner when the United States felt it necessary to recognize the existence of war, last April, Germany declared us wholly negligible in the military sense; and the Teutonic peoples were promised that the war would be well over before America could participate. The highest German authorities promised their people that the submarines should starve England into making peace, while the German armies were winning on all fronts. Yet already the American Navy, and our merchant ship-building, have begun to turn the scales against the submarine. Our little naval force has expanded to more than a quarter of a million officers and seamen. Our Army under training has considerably more than a million men, and before the end of 1918 our war industries can be expanded to equal, if not to exceed, those of Germany. Brazil and other South American countries that have



THE FINAL RESULT REMAINS UNCHANGED

WILSON: "Invasions, conquests, destructions, treasons, and treachery will not alter the final result for the Allies, which will secure BREAD, JUSTICE, AND LIBERTY to all peoples."

From 11 420 (Florence, Italy)

turned against Germany are not as yet on a military footing, but if the war is prolonged they could make very substantial contributions to the cause of the Western Hemisphere that the United States has championed. Thus the prolongation of the war must henceforth constantly reduce Germany's man power through attrition, while it brings fresh military factors to the replenishment of the Allies. The fighting power of Japan is unimpaired, while China, with the joint aid of the United States and Japan, could gradually render assistance not to be despised.

*German  
Defeat in the  
Moral Sphere*

While, then, the German victories that prolong the war are inflicting frightful damage upon the peoples of Europe and suffering upon the world at large, they are not leading to success or stability for the German cause. They are merely convincing the world of the necessity of a supreme effort to break down the German program of audacity and violence. Even worse than her losses of man power—an attrition that must be felt more, rather than less, from this time on—is her loss of standing in a world which sets more store by justice and right than ever before. Germany's methods in warfare, intended to provoke exemplary fear, have aroused the world's intense reprobation. Her corrupt propaganda, the horrid trails of which are being traced and exposed in every country, have had the most detrimental effect upon the German repute. No great country has ever so rapidly fallen from a place of honor to one of low esteem. Every year, every month, that prolongs the struggle brings Germany lower in the opinion of mankind. This, of course, applies to the German Government and its policies; to the military and naval leaders of Germany and their atrocious methods; and to the religious and educational leaders, with their false doctrines and their insane tribal egotism.

*The Trail  
of  
Corruption*

Far more than Germany has gained by her mischief-making propaganda in various countries, she is losing by the exposure of such propaganda. For instance, we are now aware that much of the mysterious antagonism of recent years toward the United States, in several of the Latin-American countries, was due to the official expenditure of German money in subsidizing and maintaining anti-American newspapers printed in the Spanish language and pretending to represent Latin-



HOW SPAIN VIEWS THE RISING OF LATIN AMERICA AGAINST GERMANY

SPAIN: "I can hardly believe that I am the mother of these children."

From *Esquella* (Barcelona, Spain)

American interests. We are further aware that much of the mysterious hostility to the United States disclosed in Japan was fomented by German agents expending Government funds to inflame the readers of sensational Japanese newspapers.

*"Boloism"—A  
New Word in  
All Tongues*

There has come into common use throughout the world a new word, "Boloism," that will stand for generations to come in testimony against German official methods. The German Foreign Office, using its embassies and legations and its army of agents and spies, was pushing a propaganda, through the corrupt use of large sums of money, in neutral countries and extending it from the neutrals to the Allies. The man Bolo, while posing as a loyal Frenchman and a Parisian man of affairs (who had originated in Turkey or somewhere on the eastern Mediterranean coast), was in point of fact a German agent. He was in close touch with several prominent journalists and politicians at Paris; and one of Clemenceau's immediate tasks as Prime Minister is to secure the punishment of high-placed Frenchmen who were in the Bolo conspiracy. From New York, Bolo con-





THE MODERN MAZEPPA

(Russia also has been driven to madness by "Boloism")  
From *The People* (London)

ducted negotiations with the aid of German money for the purchase of Parisian newspaper support, the plan being a subtle undermining of French confidence and courage. "Boloism" in South America, in France, in England, in Spain, in Scandinavia, in the United States, in Japan, has all been mischievous; but all of it has begun to react even more harmfully against Germany's honor and reputation. Meanwhile the new word, "Boloism," is fixed in all languages and carries in condensed form a chapter of loathsome history. The climax is in Russia.

*The Fallacy of "Mittel-europa"* While Germany's commerce has been cut off from the seas, while her colonies have all been lost, while her trade with small neutral neighbors has been reduced through the embargo policies of the United States and Great Britain, the one apparently sound and enduring structure erected by recent German political and military efforts has been the great "Mittel-europa" union for power and for commerce, extending from the Belgian coast to the confines of Persia. But even this imposing confederation has no sound basis. If its members are to cohere loyally under Prussian hegemony, they will have to face the alternative of an entire external world united against them. This external world will control all the seas. Every country would be compelled to choose its associations. Neutrality would inevitably fade away. Holland, Sweden, Denmark, Norway, would in due time have to take their stand with the free countries, or look inland to an exclusive association with Germany, becoming—like Belgium—vassals of Prussia. Heretofore they have been strictly maritime countries.

*How Small Neutrals Are Affected* Nothing could be more detrimental to the interests of these small countries than the success of the German dream of aggrandizement. If the present siege line across Belgium, northern France, and northern Italy can hold out against German and Austrian assaults for another year, the Mitteleuropa project will fall to pieces like a rope of sand. By that time the American ship-building and aircraft programs will begin to count strongly. By that time, moreover, Spain, Switzerland, Holland, and the three Scandinavian countries may begin to see that the assault upon Belgium was in principle an attack upon each one of them, and that they also must be willing to make some sacrifices to end the war. They could hardly have entered the struggle singly in 1917. But they may later see their way to join the Allies, as did Portugal earlier (and doubtless with Greece helping, too, by that time), in order to end the war and have a part in the peace-making that will guarantee their future as small nations. These six neutral countries of western Europe could easily put two million men in the field in 1918; and the United States and South America could render great help toward their provisionment and munitioning. All their future welfare calls for German defeat. Their united espousal of the Allied cause would probably bring victory without a blow.

*Uneasiness Within the Gordon*

Within the confines of the Teutonic military control are many peoples who are growingly out of sympathy with Prussianism. The Poles and Bohemians, the Croats with their kindred South Slav races, the Hungarian masses, the Bulgarians, and even the Turks, are under the political and military leadership of the Prussian autocracy through force of circumstances rather than through loyalty and goodwill. They do not wish to be Germanized, much less to be Prussianized. Thus while the Potsdam power plans the great Central Empire, the seething races and peoples contained within the boundaries of the new Potsdam map are making future maps of their own, and dreaming dreams of democratic self-government and national independence and security that are wholly at variance with the plans of the Hohenzollerns, the Hapsburgs, and the feudal lords of whatever breed.





THE TRIUMPHAL PROCESSION OF GERMANICUS—THE BLIND HELPERS.

The brilliant Dutch cartoonist of *De Amsterdammer* (Amsterdam) here represents German militarism in a triumphal car drawn by the blind forces of the Bolsheviki, Flemish intrigues in Belgium, Socialism of various stripes, and the elements of anarchy and fanaticism.

From *De Amsterdammer* (Amsterdam)

*The Paradox  
of Failure  
Through Success*

The German negotiations with the Lenine-Trotsky socialist government of Russia last month further illustrated this amazing paradox of inevitable German failure through the doorway of seeming success. Russia for the moment was a prostrate, helpless giant. German greed began at once to overreach itself in its eagerness to despoil the giant while he lay broken and bound. Vast territorial demands were made by Germany, and commercial advantages for a long time to come were to be solemnly guaranteed. The Russian Socialists had begun by claiming the doctrine of "no annexations, no indemnities." If Germany had now accepted this doctrine in pretended good faith, in accordance with the Reichstag resolution of last summer, she would at once have withdrawn all her soldiers from Russian soil as a peace preliminary, and would have proceeded to make generous proposals that would have captivated the simple Russian heart, impressed the peace advocates of all other countries, upset the political balance in Italy, and weakened the morale of France. But Germany could not avoid revealing her true nature and character in a moment when an opponent was at a disadvantage. Her proposals included vast Russian annexations that further exhibited to the world her unshaken adherence to the doctrine that there is no law but might. Her

terms gave fresh proof that Germany does not hold it incumbent upon any nation to adjust its own ambitions to what is right and just for one's neighbors.

*What Germany  
Must be  
Taught*

These German proposals to Russia of last month were the denial of all international morality. They served notice upon the world of what it must expect from German victory in other directions. And seemingly no large element of public opinion in Germany has fairly grasped the idea that it is precisely such attitudes that have led the world to the conclusion that Germany must be defeated. It must be a humiliated and repentant German people that can be allowed to begin over again, and to resume their places in a friendly world. The new international society that is to set about the upbuilding of a fine civilization must rest upon corner-stones of justice and liberty, as well as upon those of science and social order. Only a reformed Germany can be admitted.

*A Swift  
Moral  
Engulfment*

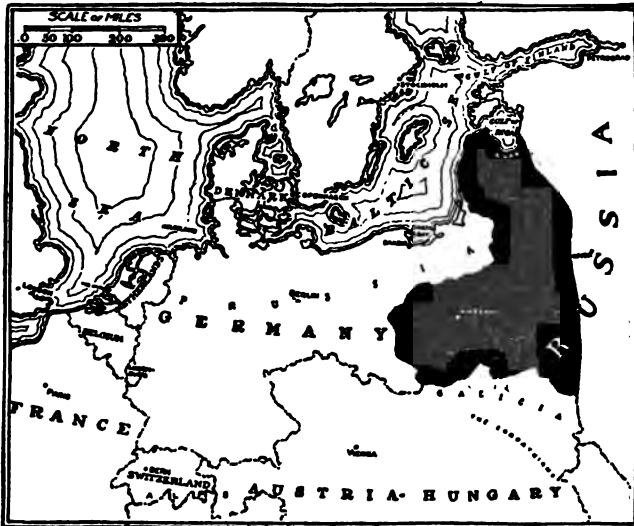
It was along this line of argument that we declared last month our assurance that Germany's renewed intention was to keep Belgium, although early last summer the more general view was that Belgium must be liberated under certain guarantees favorable to Ger-

man commerce at Antwerp. No question of the rights of Belgium affects the German view. It is solely and purely the question of what Germany can keep, along with gaining the blessings of peace. Perhaps even more shocking than German ruthlessness and atrocity in the conduct of war has been the swift moral decline of Germany under the reactionary influence of military victories in a war unjustly conceived. Thousands, if not millions, of Germans who, in 1914, had not for themselves accepted the doctrines of the leaders of Pan-Germanism and who had some reasonable idea of justice and right, are now rabid converts to the doctrine and policy of conquest. They are for keeping Belgium, for keeping half of European Russia, for holding Poland under Teutonic sway, and for making virtual vassals out of Holland and Denmark, while holding Finland and Sweden subject to the operations of the German navy in the Baltic. Not only have they convinced themselves that they must keep Belgium, but they now propose, if possible, to keep considerable parts of northern France, those containing coal and iron with industrial development, and also to gain permanent control of the French coastline to Calais as a menace to England. As for Turkey and the Balkan States, German opinion seems to be almost solidly united in favor of permanent Teutonic overlordship extending throughout those regions. But all this avowed future of German power controlling diverse European and Asiatic peoples, could only rest upon the assumption of a firmly entrenched autocracy

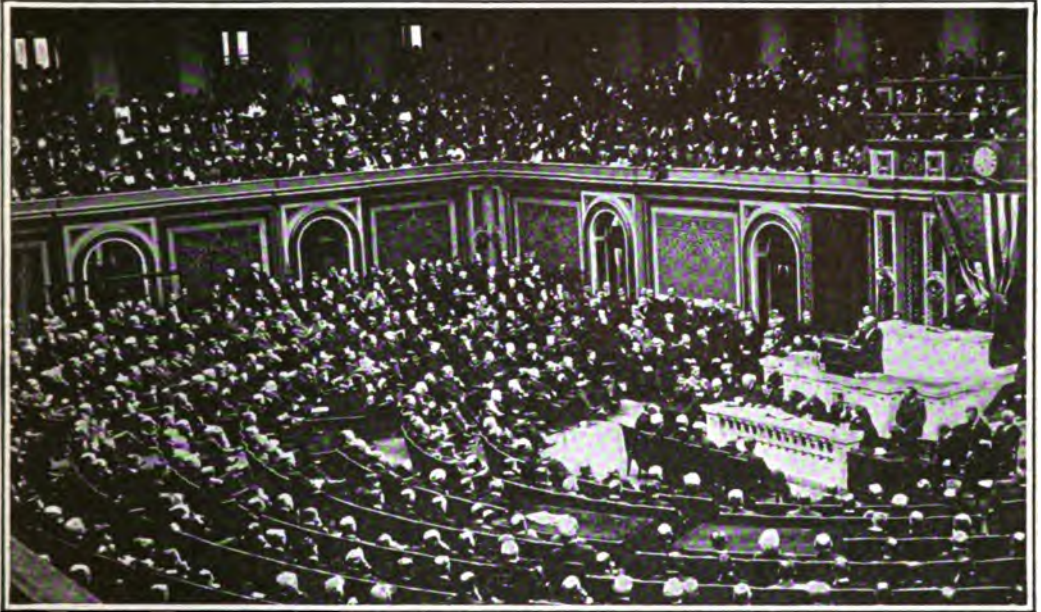
at home. That is to say, the Germans who accept the ambitious views of the leaders of Pan-Germanism must renounce the modern ideas of liberty for neighboring peoples while also denying the hope of political freedom to the German people themselves. For intelligent Germans to acquiesce in these anti-modern programs of military conquest abroad and of political tyranny at home, is to evince a shocking abandonment of moral principle.

*Better Prin-  
ciples Also  
for Allies*

Does it follow, then, that the world would be set right if the Pan-German program were defeated through the victory of Anglo-French and Italian armies over the German-Austrian armies? Yes, with qualifications. In the main, such defeat would tend towards right conclusions. Yet the fundamental evil in our world of the Twentieth Century has been the survival of imperialism as such, and of unrestrained nationalism, rather than the mere aggressiveness of the most typically militant of the rival empires or nations. Along with the defeat of Germany must come many changes, some of which members of the Allied group will be reluctant to permit. President Wilson doubtless sees the larger situation in its true aspects, although he holds to the proper order of exercises and keeps his eye on the task that requires united military and economic effort. He repudiates the idea of the continued existence of so-called "dominant" races or nations. He does not believe in "ruling classes" or empire-building masters of policy, whether in Germany or in countries which Germany regards as her rivals. Nor does he believe in secret diplomacy, or in bargains that array groups of nations against other groups. Even now, while we are working in accord with our co-belligerents, we are not engaged in secret diplomacy; we are not allies of any European power in the sense of having entered into treaties or made bargains; and we are co-operating for purposes that we state in our own way, without any advice or collaboration whatsoever. This coöperation is all the more cordial, trustworthy, and efficient because it is so entirely free from every aspect of secret scheming or bargain-making, and so mindful of the higher purpose to secure for many na-



THIS MAP SHOWS THE PORTION OF RUSSIA (IN BLACK) THAT GERMANY HOLDS AT PRESENT



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PRESIDENT WILSON DELIVERING HIS ANNUAL MESSAGE TO CONGRESS ON DECEMBER 4

tions, as well as for ourselves, the right to "life, liberty, and the pursuit of happiness."

*President  
Wilson's  
Message*

In this light, let us give some attention to the President's Message to Congress, presented on Tuesday, December 4, the day after the Houses reassembled for the long term that may last until the elections of next November. Mr. Wilson's message was awaited with peculiar interest. He had sent Colonel House and a group of important officials to the war conference of the Allies at Paris. The defeat of the Italian armies that had been invading Austria under General Cadorna's lead were giving a new aspect to the military situation. There was as much interest in Europe as in America concerning what President Wilson might disclose and might recommend. It is important to understand that Mr. Wilson cannot subject American policy or American action to the decision of any foreign governments whatsoever, and that he speaks and decides from the American standpoint. If British and French statesmen have the better vantage point for knowing some things in detail by reason of their proximity to the fighting fronts, the government at Washington derives an advantage of its own from its larger perspective and its better-poised opportunities to study the whole situation. This fact is now apparent.

*National  
Leadership  
Contrasted*

Several considerations should be kept in mind by those who would understand the full import of President Wilson's decisions. In the first place, he is the executive head, the leader in policy-making, and the commander-in-chief of the armies and navies of the most resourceful of all countries. No other important country has a ruler, whether seated by "divine right" or by the choice of fellow-citizens, whose immediate range of power is so wide and so untrammelled as that of the American President. The French President has dignity and a quiet influence, but almost no power either to shape policy or to direct action. French cabinets, more or less dominated by a Premier, have much power, but they exercise it from day to day subject to the uncertain support of the Senate and the Chamber of Deputies. During most of the war period Briand had been Premier, then came Ribot, after him Painlevé, and now we have Clémenceau—while still another cabinet and a fifth war premier may come to the front within a few weeks or a few months. In England, the King has little either of power or of active influence, while having the virtue of being at once unobtrusive and patriotic. It is said that King George fully accepts the republican trend, and is quite prepared to have his children take their places as equal fellow-citizens with



their millions of countrymen. Within recent years the House of Lords, has lost some of its actual power, while it holds its influence by reason of the great ability and experience of many of its members, developed through a lifelong relationship to public affairs.

*The  
British  
Premier*

The center of actual British government for the time being is the Ministry in power, with its Cabinet, which is smaller than the ministry, its inner cabinet devoted to the war business, and its Prime Minister who largely personifies the executive authority. During the first years of the war, the Rt. Hon. Herbert Henry Asquith held this post, while since December 6, 1916, the Rt. Hon. David Lloyd George has been Premier. This headship, however, is dependent upon the continued support of the House of Commons. If a small group of leaders in that House should now decide not to give their further confidence to Lloyd George's conduct of affairs, the ministry would have to resign or else it would have to "appeal to the country." This "appeal" would take the form of the holding of a general election to choose a new House of Commons with its more than six hundred members. There was no little talk in England last month of the precarious position of Mr. Lloyd George and of the possibility of an election. As we have reminded our readers from time to time, the present House of Commons has already extended its own term of office more than once, beyond



TO TURN TO BRIGHTER THINGS

JOHN BULL (repeating after Mr. Lloyd George): "We made an awful muddle over Serbia—we wasted invaluable months over Greece—we made a glorious hash over Rumania—we—Oh, I say, my dear Lloyd George! This is all too awfully dismal and depressing! Now let's have something jolly about Jerusalem!"

From the *Sunday Evening Telegram* (London)



WILSON SAYS:—"USE THE BIG SWORD; FINISH THE JOB."

From the *News* (Dayton)

the maximum five years for which it was originally chosen. Mr. Lloyd George, who has always been a member of the extreme radical wing of the Liberal party, now holds his high post by reason of the support of the Unionist and Conservative elements, while the Liberals, under Mr. Asquith as minority leader, form the so-called "Opposition," which in reality has not been opposing but has been giving cordial support, just as the Republicans in both houses at Washington have been supporting President Wilson's war measures with full accord.

*Wilson's  
Superior  
Prestige*

Even if Clémenceau and Lloyd George had the same security of tenure that President Wilson has, they would not exercise an authority so commanding and undivided, because there is much distribution of authority in the French and English cabinets, while the American cabinet has no authority at all under the Constitution, the President having the sole executive power. While in a general way a statement by Mr. Lloyd George upon an important matter would be regarded as fully committing the British Government, it has been almost



KING GEORGE AND QUEEN MARY (AT THE RIGHT) WITH PRESIDENT POINCARE AND HIS WIFE AT THE LEFT

(The young Prince of Wales is in the rear with Sir Francis Bertie and General Sir Douglas Haig. Even if the British King and French President are not masterful rulers, like the German Kaiser, they are truly democratic and wholly right-minded in facing the great political and international issues of the present time.)

equally true that Mr. Arthur J. Balfour, Lord Robert Cecil, Mr. Bonar Law, Lord Curzon, and one or two other members of the Cabinet have been regarded as authorized exponents of British aims and policy in their recent public utterances. President Wilson, on the other hand, does not share with any of the heads of administrative departments his unique authority in declaring as well as in directing American policies. Mr. Wilson entered upon the war period last April, just after the beginning of his second term. He had acquired the prestige and also the momentum of a successful first term. The machinery of his administration was all organized under a departmental personnel which continued without change. The completion of large domestic policies, notably the Federal Reserve banking system, had cleared the way for the momentous undertakings of the war period. The rigid system provided by our federal Constitution gave the President an unquestioned tenure for four years more, and this simple fact came to the support of national unity and patriotism

against the impulses to be fault-finding for reasons of party prejudice or advantage. The resulting American solidarity is obvious.

*Evident  
in  
November*

While all these facts supported the President's position during the special term of Congress which began in April, they lent a calm stability to his position which, when the recent Allied reverses came, in November and December, were more clearly perceived than they had been before by the governments and peoples of other countries. Events in France had upset Ribot, then Painlevé, and had produced Clémenceau, almost in the twinkling of an eye; but Colonel House at Paris could afford to be serene and kindly while perfectly firm, because Mr. Wilson was not subject to any such upsets. At the very same time, Mr. Lloyd George, hastening back from the Italian front, had made his famous Paris confession of Allied blunders and had hurried on to Westminster to fight his own battle for continued support and to make ready for the Inter-Allied Conference.

*A Message  
to All the  
World*

Thus Mr. Wilson's fifth annual message to Congress found him exercising a recognized place of leadership and moral authority greater by far than at any previous moment. And this justified an utterance intended for all the nations, as well as for Congress and the American people. First, Mr. Wilson made it plain that the thing against which we are contending is the German "menace of combined intrigue and force." With its defeat we shall be glad to discuss peace. The settlement we seek is one of "justice done at every point and to every nation." With all the directness of which the English language is capable, Mr. Wilson sets forth the objects of the war and the nature of the principles to control the final settlement. This is what he says is to follow the defeat of German autocracy:

We shall at last be free to do an unprecedented thing, and this is the time to avow our purpose to do it. We shall be free to base peace on generosity and justice, to the exclusion of all selfish claims to advantage even on the part of the victors.

Mr. Wilson proceeds specifically to define the wrongs perpetrated by Germany that must be righted. He has no thought of compromise. He even pauses to praise "Germany's [earlier] success by skill, by industry,

by knowledge, by enterprise." He disclaims, in sentences clear and specific, any designs against the appropriate independence and self-direction of Germany, the Austro-Hungarian peoples, the Balkan states, and Turkey. He says that "nothing could be more grossly or wantonly false" than the pretense of German leaders that these countries allied with Germany, and the Germans themselves, are fighting for their own existence against aggressive designs. He then proceeds to say regarding that pretense, that *"we must seek by the utmost openness and candor as to our real aims to convince them of its falseness."*

*Warning  
to the  
Allies*

If this earlier part of the message is particularly intended for the German people, the paragraphs that follow are not less clearly intended for the Allied statesmen and the press of the Allied countries. Take the following sentences as an example:

The wrongs, the very deep wrongs, committed in this war will have to be righted. That of course. But they cannot and must not be righted by the commission of similar wrongs against Germany and her allies. The world will not permit the commission of similar wrongs as a means of reparation and settlement. Statesmen must by this time have learned that the opinion of the world is everywhere wide awake and fully comprehends the issues involved. No representative of any self-governed nation will dare disregard it by attempting any such covenants of selfishness and compromise as were entered into at the Congress of Vienna.

The President does not shrink from applying his principles to cases in hand. He says that "the sympathy and enthusiasm of the Russian people might have been once for all enlisted on the side of the Allies, suspicion and distrust swept away, and a real and lasting union of purpose effected" if the real issues and meaning of the war had been made plain from the outset. And he goes on to say that had the Russian people been properly advised at the moment of their revolution, the unfortunate things that have happened recently might have been averted. These are plain words addressed to the statesmen and people of England, France, and Italy.



"NOW BOYS, GET TOGETHER! ALL CARDS ON THE TABLE!"  
From the Press (Philadelphia)

*"Austria  
Among  
the Rest"*

The President is telling the governments of Great Britain, France, and Italy that they had not answered fairly and frankly the appeal of the Russian people to know what the war was about. He goes back to his address to the Senate last January, several months before we entered the war, in order to tell the European nations that he still holds firmly to the view that "the nations of the world were entitled not only to free pathways upon the sea, but also to assured and unmolested access to those pathways." And he adds that he was thinking then, as now, not merely of the smaller and weaker nations, but also of the great and powerful ones, "*of Austria herself among the rest.*" It is with this remarkable statement that Mr. Wilson prefaces his recommendation to Congress that we "immediately declare the United States in a state of war with Austria-Hungary." He holds that the peoples of Austria-Hungary are under the domination of German policy, and that the circumstances of war require the recognition of an obvious fact. Bulgaria and Turkey he regards as mere tools of German military policy, not as yet in the direct pathway of our line of action.

*Notice to  
Our Italian  
Friends*

President Wilson has intended this message to be taken literally, and most of it is addressed even more directly to Europe than to America. The Italians wished us to declare war upon their enemy, Austria, at the moment of their enemy's great victory and of their own grave peril. The President heeds their wish, and Congress without a dissenting vote in either house (except that of Meyer London, the New York Socialist), immediately makes the declaration of war. But President Wilson, in the very same hour, declares that Austria is not to be denied her proper access to the sea. The significance of this statement lay in a revelation that had just been made by the Socialist (Bolsheviki) Trotzky, in control of the Russian foreign-office archives, who has published to the world various secret arrangements and agreements made by the Allies in earlier stages of the war. The one to which we refer was the treaty in pursuance of which Great Britain, France, and Russia had persuaded Italy to enter the war and attack Austria in May, 1915. The document was signed in London, April 26, 1915, by Sir Edward [now Viscount] Grey, British Foreign Secretary, and by the French and Russian am-



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"FOR THIS CAUSE WE WILL BATTLE UNTIL THE  
LAST GUN IS FIRED (WILSON'S MESSAGE)"  
From the *Tribune* (Chicago)

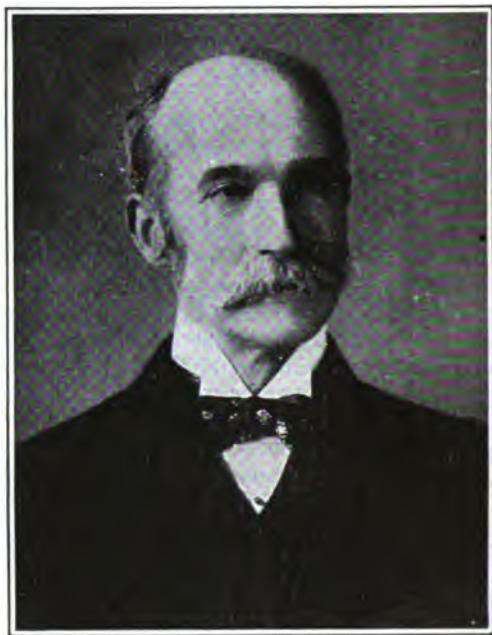
bassadors to Great Britain. Besides naval assistance against the Austrian fleet, and certain other forms of financial and material war support, Italy was to secure permanently the annexation of the Trentino and southern Tyrol, Trieste with the province of Istria, and the whole Dalmatian coast, making the Adriatic an Italian lake and cutting off Austria and Hungary from their water frontage.

*Obsolete  
Arrangements*

Italy was also to control the foreign relations of Albania, to gain important new advantages in Africa, to obtain territory in Asia Minor, and to become possessed of certain islands in the Grecian archipelago which the Greeks have long aspired to annex. These bargains had, of course, come to President Wilson's confidential knowledge; but he could not give them publicity. He could only express views and motives which were intended to persuade the Allies themselves to revise such programs. He does not, apparently, regret that the agreement relating to Italy has become public, although he, on the other hand has expressed no confidence whatever in the motives, aims, or methods of the Bolsheviki. The important thing to understand is that President Wilson disapproves of that particular agreement of the Allies, and that he says so, plainly enough, while declaring war upon Austria and offering American aid to Italy. The truth is that this agreement, is one of a series, and was made after Russia had driven



her bargain with England and France, under which they had consented to her holding Constantinople and the Straits and making large annexations in Asiatic Turkey. France, for her part, had obtained Russia's agreement—perhaps England's also—to the recovery of Alsace-Lorraine, and some further gains of territory at Germany's expense. High authority in England had from time to time stated the British intention to annex permanently the whole of Germany's colonial empire. Not content with their own projects and programs of permanent conquest, the Allies had laid down upon the future map of Europe a series of reconstructions within the areas of the Central Empires, the Balkans, and Turkey, that were to some extent expressed in the document prepared by them for President Wilson last January, in answer to his demand that the fighting nations should state their aims and objects. That unfortunate reply has done more than almost any other one thing to intensify the feeling of Germans, Austrians, Bulgarians, and Turks during 1917, and thus to prolong the war as one of defense on their part.



LORD LANSDOWNE, WHOSE MODERATE VIEWS REGARDING WAR AIMS AND SETTLEMENTS ARE IN PERFECT ACCORD WITH THOSE OF PRESIDENT WILSON

*America Disapproves* One of the principal reasons, doubtless, why many Americans opposed our going to war last spring, was the indefensible program of conquest that had been announced by Great Britain and her allies. With that entire program President Wilson is totally out of sympathy; and his message of last month is intended so to inform the leaders of both warring camps. President Wilson does not ask to have his own map of the future Europe substituted for any other map whatsoever. He asks, rather, the entire renunciation of the principle of conquest by force, in favor of plans looking to a future of co-operation and good will among all nations. In view of President Wilson's statements in asking Congress to declare war upon Austria, it would appear to be impossible for the Italian Government, in honor, to ask or to receive any aid from the United States if Italy still intends to regard the document of April 26, 1915, as valid and as having a bearing upon the objects of the war.

they have intimated that President Wilson had stated their views. It is unfortunate that they, with Italy's assent, had not also spoken frankly and openly for themselves. The original Provisional Government of the Russian revolution, in the hands of such responsible men as Prince Lvoff and Paul Milyukoff, might have held its ground if the British, French, and Italian governments had spoken simply and clearly to the Russian people. Even the Kerensky government might have survived if at London, Paris, and Rome there had been such full and sincere response as there was at Washington to Russia's passionate demand that the Allies should renounce all selfish programs of annexation and self-seeking. Petrograd was being constantly told that the Allies would confer as to war aims, but was as often disappointed, by unexplained evasions and postponements.

*A Better London Atmosphere* A few days before President Wilson's address to Congress, Lord Lansdowne (on the 29th of November), had aroused a great controversy in England by publishing in one of the London papers an appeal for the saving of European civilization by trying to find high and unselfish grounds of agreement. Lord Lansdowne had formerly been at the head of the British Foreign Office;

*Delays and Evasions* When the Pope several months ago asked for statements from the warring powers, and made peace proposals, President Wilson gave a suitable reply. Great Britain and France made no reply whatever. In one way or in another



and he ranks with the first half dozen British statesmen. He is, perhaps, the ablest and wisest of all the Conservative leaders. There was not a word in his letter that condoned the aggressions of Germany, nor were his positions otherwise than in accord with those of President Wilson. Yet Lansdowne was denounced with intense bitterness in England, as also by some of the more jingoistic newspapers and speakers in America. It was declared that the Premier would answer him conclusively. President Wilson's address, however, proved to be so much more perfectly in accord with the tone of the Lansdowne letter than with that of Lansdowne's critics that there came a welcome change in the London atmosphere, which had been so hostile to such ideas. Mr. Asquith was also speaking in terms of reason and moderation. At length, on December 14th, Premier Lloyd George made his anxiously awaited speech, and stated that all anxieties about Lansdowne had been discovered to be groundless; that, indeed, the noble Marquis "was all the time in complete agreement with President Wilson's message." The Premier proceeded to say that he himself and the Government were also in full agreement with Mr. Wilson, and that Mr. Asquith, as leader of the opposition, was similarly in accord.

*Lloyd George  
Expresses  
Agreement*

This of course means nothing at all unless it means that England has abandoned her own purpose of imperial annexation, and regards the earlier agreements with the Czar and the other Allied Governments as wholly out of date and superseded. None the less it is to be regretted that English statesmen will not deal with these matters openly and frankly. The leaders in England, as in other Allied countries, would do better justice to the spirit and sentiment of their own people if they would but talk out what is in their minds. We in America do not for a moment believe that the plain British people are fighting for the further aggrandizement of an empire that has already been too much extended by the policies of the British ruling class. President Wilson is expressing practical policies, and is not indulging in visions or merely framing admirable sentences. He proposes a propaganda of good-will and reassurance to the masses of people in Germany and Austria. It will be advisable for the British people to find, and to keep in power, statesmen who are in sympathy with such views and methods. This propaganda will not weaken the Allies



HON. JOSEPHUS DANIELS, SECRETARY OF THE NAVY

(Secretary Daniels is an optimist regarding the American and Allied navies in this war, and speaks for disarmament after the war, with an international peace navy.)

in trying to win the war, but on the contrary, will greatly help them. The end of militarism is to come with the consent of all the militaristic nations, and they must be assured of safety and goodwill.

*America for an  
International  
Navy*

Mr. Wilson has departed from the custom of predecessors who made in their Annual Messages to Congress a summarized statement of the business of the departments. He leaves this to the several members of the Cabinet, whose reports thereby gain rather than lose in their public importance. Very notable is the report of the Secretary of the Navy, Mr. Daniels, who tells us how the Navy is meeting its problems and reviews the programs that are intended to assure America "incomparably the strongest navy in the world." The personnel of the Navy has expanded three-fold during the past year, and now numbers more than 300,000. More than a thousand naval vessels of all kind are now in commission. The Secretary's extended and very optimistic report concludes with observations upon "an international navy to keep the peace of the world." Mr. Daniels declares emphatically for an international

police of the sea to enforce the world's peace and order. He expects the United States to be in position to contribute as liberally to this combined effort as any other nation. This means, in plain terms, that Great Britain will not, after this war, have to incur the expense of a predominant navy, and that there will be no more of the old time "competitive program" of costly naval construction. The Secretary develops this idea clearly and strongly.

*Notice to  
All Maritime  
Powers*

Such an expression at this time is more significant than ever before; and undoubtedly what Mr. Daniels says on this subject has behind it the full weight and approval of the President, and is to be regarded by all European nations as a practical announcement of American policy. Germany's submarine methods have rendered her an outlaw on the seas—a pirate against whom all other maritime nations should be united. A new Naval Council of the Allies has been formed, and there is to be full coöperation on the part of the navies of Great Britain, the United States, France, Italy and Japan. Against this combination of important maritime powers, Germany can never conquer the open seas, nor can she ever regain any use of the ocean for commercial purposes. When, however, she has been defeated on land and has been compelled to abandon her submarine depredations, she will

be allowed an opportunity to use the seas without fear of the naval dominance of any one of her present opponents. Thus, in the very midst of the war's most intense period, there begin to emerge the outlines of the peace that is to be enduring. The Allies, for their part, accept Mr. Wilson's just views regarding annexation. Germany's militarism must be both defeated by the Allies and also willingly abandoned by the German people. General disarmament must be required. The seas must become a common domain, patrolled and regulated by an international fleet. Separate navies must be small, and must not menace other nations. These doctrines should now be spread abroad throughout the world, so that peace on just terms may conquer public opinion within all the belligerent nations.

*Baker  
on a War  
Footing*

Perhaps no country in time of war ever before had at the head of its fighting services two such idealists and humanitarians as Secretary Daniels and Secretary Baker. There are those who, while recognizing the fine quality of Secretary Baker's intellect and spirit, have feared lest he might not have sufficient executive energy and brutal mastery of men to direct the stupendous business that now centers in his office. No man speaks ill of Secretary Baker, and there is every desire that he should prove to be the man for the occasion. After Secretary Garrison's retirement Mr. Baker came to the office frankly declaring himself a pacifist and wholly unacquainted with the War Department and its duties. In our opinion, he would not be right-minded or fit for his post if he did not hate war and aim at permanent peace based upon justice and good-will. Mr. Baker is a man of political and social imagination, a reformer and a believer in progress. In short, he is an optimist and a lover of mankind, like Secretary Daniels. But he is not half-hearted, and he can throw himself into military activities when he sees that war is necessary for the attainment of human justice. He is now on a war footing, full-panoplied.

*The Secretary  
and the  
Machine*

More than one Secretary of War has gone to Washington and found himself the victim of a system in the War Department that was evidently wrong, but was too firmly entrenched for him to reconstruct. The bureaus of both services have a tendency to become technical and arbitrary, with no capac-



TO THE VERY END!

(Justice aims at the destruction of militarism)  
From *L'Asino* (Rome, Italy)

ity to meet large emergencies. It would be strange if the peace-time routine of army business should develop men who were capable at a moment's notice of proving themselves Napoleonic captains of industry. We have a good many business men in private life whose ordinary experiences in the course of any day's work enable them to meet and decide problems with entire ease at a moment's notice that would throw the army and navy bureaus into long months of flurry and panic. This is not the fault of the excellent officers who man the bureaus; they have never been allowed to do Government business on principles that prevail in the management of private industry and finance. This was realized at the beginning of our war venture last spring, and many business men were called to Washington to aid the Cabinet members of the Council of National Defense and the professional chiefs of the army and navy bureaus. If one chooses to ascertain in a sympathetic way what has thus far been accomplished, one is greatly impressed with the magnitude and merit of the war work as set on foot. If, on the other hand, one thinks it needful to assume a critical attitude, mistakes can be discovered, and no little fault can be found.



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HON. NEWTON D. BAKER, SECRETARY OF WAR

*Delay in War Preparation*

After a few weeks, or a few months at most—let us say when the United States has been in the war for a full year—we may attempt at some length to sum up the achievements of the war and navy departments, and to appraise the nature and extent of some of the alleged mistakes. At present, however, it is well to keep an open mind. Both Houses of Congress last month, through Military Committees, conducted investigations which attracted wide attention in the press. It was well to have Congress and the country inform themselves. President Wilson, Secretary Baker and Secretary Daniels expressed themselves as approving the inquiries, and willing to have everything brought to light except things that might be of aid to the enemy. Most of the criticisms, direct or implied, could be summed up in the one word "delay." Thus we could by this time have had an immense supply of Enfield rifles; but General Crozier and the Ordnance Bureau insisted upon changing the caliber of the Enfield to take the ammunition of the Army's Springfield rifle, while also having the Enfield factories so standardized as to make interchangeable parts. We are now getting

the Ordnance Bureau's improved Enfield. Whether the results justify the delay depends upon circumstances. Then there is the story of the Ordnance Bureau's dealing with the question of machine guns. Senator Chamberlain and his colleagues of the Military Committee have been probing into all these and many other questions, such as the status of our supply of field artillery. The Ordnance Bureau has been extremely anxious not to proceed recklessly, but to develop a great program wisely. Some of the delays do not seem to have been reasonable.

*Supplies First, Then Recruits*

Similar questions have been raised regarding the Quartermaster's Department. It is a very serious matter to draft hundreds of thousands of young Americans and assemble them in Winter training camps without assurance in advance that their warm uniforms, underclothing and overcoats are ready. Congress having authorized a registration of practically ten million young men between the ages of 21 and 31, nothing could be easier than to put on paper the rules and regulations for having them examined be-



BRIGADIER-GENERAL WILLIAM CROZIER

(For many years Chief of Ordnance Bureau, now a member of Secretary Baker's new War Council)

fore local exemption boards, and then summoned to service at such and such a rate. But these young men were needed in agriculture and industry as never at any time before in our history. No man has yet given a clear reason for having them taken away from farm and shop, and assembled in camps, until they could be properly cared for and trained. The supplies should have been provided first.

*No Virtue  
in  
Pneumonia*

All the young men who are sent to Europe, to the actual scenes of war, will surely encounter hardships enough. If anybody supposes that taking bad care of them here in the Winter training camps helps to fit them for what they must endure later on, he has scanty experience and limited mentality. Better results would have followed, perhaps, from having the Quartermaster's bureau enforce the draft and call out the men, and having the Provost Marshal instructed to punch up the clothing contractors. The draft regulations have now been changed, and they begin to disclose a more intelligent understanding of the Selective Service Act. Nothing can be gained for the Army—on the contrary much can be lost—through such mistakes as have subjected boys in camp to pneumonia. Nor are these errors to be lightly passed over or condoned.

*America's  
Chief Part is  
Not Armies*

This periodical, which is endeavoring to support the Government in its war measures with cordial good-will, has month by month tried to show that the people of the United States could not possibly do everything that was expected of them, simultaneously. We were already short of labor; and it was certain that we must either fail to meet expectations in the matter of ship-building, food production and the making of war supplies, or else that we must fall short in the rapid creation of armies to be dispatched and maintained in Europe. This country, however, must remain the one great reservoir of supplies for the Allies. They have been fighting more than three years, and have trained large bodies of men. In no case could we fight in Europe on a large scale with an American Army before the Summer of 1919, a year and a half hence. We have made only one fundamental mistake at Washington; that mistake has been to conceive of this world war as meaning for the United States chiefly armies, and still more armies. We should indeed train great numbers of men, but withdraw them as little as possible from agriculture and industry. We should speed up the Navy, both its construction and its personnel. We should put more pressure behind our aviation program, both building and training. We



MAJOR-GENERAL HENRY G. SHARPE

(Who is superseded as active Quartermaster-General, to become a member of the new War Council)



should bring the merchant shipbuilding program to large results at a speedier rate than the present. We should make the agricultural output of the coming year, 1918, by far the greatest in our history. Farming at the present stage is a much more important contribution toward winning the war than the dispatch of men to the army cantonments under the draft, or the sending of infantry regiments to Europe.

*Seeing the  
War as a  
Whole*

We have faith in the ability of President Wilson and Secretary Baker to see the war in its large aspects and proportions. To see it exclusively from the standpoint of certain army officers whom we will not name, would imperil our own position and seriously endanger the cause of the Allies. There is little to be gained in assembling passengers on the dock to sail on a ship that is not yet built, especially if those very passengers are the men who ought to be building the ship. It is natural enough that an army officer should think of a war in the terms of his kind of service. This service, indeed, involves more danger and sacrifice than that of the men who work in shops or in fields. We have nothing but praise for the army, and for officers who are expanding and training it. We are merely commenting upon the actual nature of the contribution that America can best make, as things stand, to the proper ending of the war. We shall be able to do all things better if we give them proper co-ordination.

*War Aims  
Grow  
Clearer*

Discouraging as the situation seemed to be last month, America was more determined than ever before. Colonel House had by the middle of December reached home safely after his mission abroad as head of the American delegates to the inter-allied war conference. He brought back assurances of harmony, and better coöperation. While nothing is being said just now as to specific war aims, it is clear that President Wilson, Lord Lansdowne, Mr. Asquith, and other statesmen of generous purposes but of broad vision, are expressing what is now the prevailing mood and spirit of those who are fighting Germany. The Allies are no longer thinking of mere territorial gains or separate advantages. Italy now seeks a moral victory rather than sheer conquest. France is always ready to take the generous and more idealistic course. John Bull, who instinctively hates to do the quixotic thing, is nerving himself to the or-



GENERAL KALEDINES

(Head of the Russian Cossacks, and leader last month of a movement against the Bolsheviki)

deal of setting Germany an example by adopting, Wilsonian counsels to perfection.

*Propaganda  
Needed*

In Mr. Simonds' admirable forecast of war conditions for the new year in this number of the REVIEW, he has well said that the Allies cannot give much concern to formulating their peace program until they have achieved their victory at arms. But Mr. Simonds would not dispute our assertion that we must also do what we can to make the German and Austrian peoples, as well as the Bulgarians and Turks, believe that we are ready at any time to make peace on a just basis, and are fighting to defeat their schemes of conquest rather than to enforce rival schemes of our own. With no delay whatever there should be launched throughout the world a tremendous propaganda against the German kind of peace, and in favor of the kind that the American Government for more than a year past has been urging upon the world.

*Russia  
Making Separate  
Peace*

Some days before these pages were closed for the press, the Bolsheviki autocrats at Petrograd had made first a truce with Germany, and then concluded a four weeks' armistice.



GENERAL A. DIAZ, COMMANDER-IN-CHIEF OF THE ITALIAN FORCES ON THE FIGHTING FRONT  
(General Cadorna, his predecessor, is now a member of the Inter-Allied Military Council)

This was to run from Monday, December 17, and to continue unless terminated by either side on a week's notice. Confused reports had come from Russia regarding the movement of Cossack troops under the leadership of General Kaledines against the government of the extremists under Lenine, Trotzky and their group. Apparently the great mass of the army had accepted the views of the Bolsheviki; the men were anxious to quit war and return to their homes; they were seemingly ready to follow any leadership that held out the promise of peace. The elections had been held for the Constituent Assembly, and the delegates were arriving at Petrograd. Nevertheless, the Bolsheviki leaders grew more arbitrary than ever, and showed little intention of allowing the Constituent Assembly to create a lawful government. While it was stipulated in the armistice agreement that there should be no considerable shifting of troops from the Russian front to the western lines of conflict, there seemed little belief anywhere that such agreements would be effective. On the con-

trary, it was expected that the peace transactions along the Russian line would be followed by stronger offensives in France, Italy and Turkey.

The war as it concerns America the President must deal with, rather than any professional soldier. Military strength must be developed because Germany has appealed to the principles of force, and the world must arouse itself for defense against the aggressor. Anyone can say now that this country should have taken due notice in 1914 and begun to prepare for emergencies. But this is not the time for reviewing the old controversy over "preparedness"; we have rather to deal with the present and the future. Our failure to prepare when all the world was blazing with war at least showed our devotion to peace and our lack of the spirit of aggression. The President understands that the American attitude of fair-play and good-will must also be maintained even in war-time, as a means toward calming the world and securing just solutions. As matters stand, the President alone is capable through his unique position of rearranging our greatly disordered program. He needed the help of the Congressional investigations that were set on foot last month. They were for his advantage.

*Illustrating  
a Wrong  
Theory*

The official reports of Surgeon-General Gorgas regarding the shocking health conditions in several of the camps, due to lack of clothing and proper shelter, were frank and straightforward. It would be useless to say that they did not reflect discredit upon branches of the army administration; but most of all, they exhibit the misjudgment shown by certain officials at Washington in forming their conception of America's practical part in the war. This was largely due to the overpressure of French, British, and other visitors, who could see only the thing that they most needed for the moment, rather than the deliberate processes that would best lead to the desired results. At first, our War Department intimated that we were not to send troops abroad; later, it was stated that we were to send one division of regulars to show our good-will towards France. Those first men were almost wholly fresh recruits, who should have been trained nearly a year in this country before being sent to the theatre of war. Since then we have been moving men to France with great rapidity, and we have

found ourselves somehow committed to the theory that trench fighting in Europe is to be our chief function as respects the present war. The theory is probably fallacious; and it seems to be fraught with danger, because to carry it out might involve such diversion and misapplication of our national energy as to hurt our Allies and the common cause, rather than to help it.

*An Army  
for National  
Service*

The draft registration was a sound device. The age limit might well have been extended to 40, and the number registered might have been 15,000,000 instead of 10,000,000. The 15,000,000 in their entirety could have been regarded as an army for national service, not to be disbanded till the end of the war. But, since we already had in the regular army and the national guard (as recruited to war strength) more men than we could for some time properly supply with uniforms, rifles, camp shelter, field artillery and all-round equipment, the millions of registered men from 21 to 40 should have been assigned to industry and held to vigorous effort, to see that supplies were produced. Coal production, railroad operation, the raising of food and the carrying on of essential industries were the most important parts of the immediate war program. Mining of ore and supplying of lumber, building ships for the Navy and the merchant marine—these were the things that should have come first.

*Back from  
the Camps  
to Industry!*

A great many men for weeks past have been in camps without proper equipment who should have been furloughed back to their homes, where their efforts as producers have been greatly needed, while their presence in overcrowded camps has been merely detrimental from every standpoint. The foremost condition of America's ultimate success in the present war is the maintenance of economic efficiency, especially in production and transportation. The Food Campaign that would have us save wheat, meat, and sugar indeed serves a useful purpose; and the Thrift Campaign, which is meant to teach people not to spend their earnings foolishly or upon transient luxuries, but to save for the nation's use and their own future advantage, is of immense importance. But *Production on the largest possible scale* of fuel, of food, of iron and steel, and of the means of transportation both by land and water, is the great preliminary to war success. If we pro-



MARKET SCENE IN BETHLEHEM  
(Bethlehem is a suburb of Jerusalem and is also in British hands)

ceed deliberately and in the right way, we shall be overwhelmingly strong in 1919, and the war will duly end. If we put the cart before the horse, however, we may so dislocate and disarrange our applications of energy as to prolong the war and cast some doubt upon its triumphant outcome.

*Jerusalem  
in British  
Hands*

While the victories of General Allenby in Palestine have some real military value, his capture of Jerusalem is a larger event in its appeal to the sentiments of great masses of people than in its character as a step in the winning of the war. Jerusalem, with its large place in ancient history, is also of no mean consequence in the history of our own times. It has so appealed to Russian pilgrims as to have influenced Russian policy; it has played its part in the development of Germany's conception of Teutonic influence and power in the East; it has marvelously affected both the thinking and the action of influential Jews in various countries; it has obviously played its part in the modern, as in the early history of the Mohammedan peoples. It is wholly probable that one of the consequences of the present war will be a new order of things in Palestine and in the ancient capital, Jerusalem. Our readers will welcome the scholarly article by



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PREMIER BORDEN (ON THE RIGHT) WITH RELIEF WORKERS AT HALIFAX

Dr. John P. Peters in the present number upon the past history and present status of Jerusalem and Palestine.

The war attitude of parts of the British Empire was under scrutiny last month. We comment elsewhere (see page 65) on the results of the election in Canada. Generally speaking, French Canada is against the war; the rest of Canada is in favor of continuing the strong support that Canada gave at the outset. Premier Borden remains at the helm. In Ireland, the Convention of all factions under the chairmanship of Sir Horace Plunkett, that has been endeavoring to reach a final solution of the Home Rule question, has practically ended its labors. Its work must be approved by the British Parliament and must stand the test of Irish public opinion. It is unfortunate that while British attention should have been concentrated upon the fighting fronts, immense bodies of English soldiers have had to be stationed in Ireland to prevent a Sinn Fein revolt. Upon the whole, the British Empire is splendidly meeting the strain upon its courage and endurance. The Italians also seem to be recovering their national morale. Their great need is artillery; and it is a pity that with our incomparable facilities at Bethlehem, Pittsburgh, and elsewhere we should be borrowing heavy guns and field artillery from France and England, instead of making our own and shipping great quantities to our Italian friends. The French nation stands out superbly.

*The  
Halifax  
Disaster*

Among the catastrophes incident to the war, so numerous in these terrible times, many are due to the explosion of ammunition and war material. By far the worst of these disasters thus far was caused by the explosion of the *Mont Blanc*, a French ship loaded with munitions, in the harbor of Halifax, N. S., on December 6. A large part of the city was destroyed and many hundreds of persons were killed, while thousands were rendered homeless. The American Government joined that of Canada in giving generous aid, while

relief supplies on a large scale were sent alike from American and Canadian cities. Sad as was the occasion, there was some compensating comfort in the exhibition given of the spirit of neighborliness on the part of many persons and agencies contributing to the relief of the suffering people of Halifax and to the restoration of the city. Such a spirit of good-will between the two adjoining countries is in sharp contrast to the strifes and animosities that now entail unspeakable suffering upon the peoples of Europe. If they could but minimize the claims of race and tribe and nation and magnify the common interests of humanity!

*Ten Billions  
of New  
Bonds*

In his annual report submitted to Congress on December 5, Secretary McAdoo announced that somewhat more than \$5,000,000,000 must be provided for the fiscal year ending June 30, 1919, in addition to the sums already authorized and to be raised from taxes and bond issues. This means, assuming the new requirements to be filled by bond sales, that very nearly ten billion dollars of new federal loans must be floated within the next seven months. The Secretary of the Treasury estimates the total federal disbursements for the current fiscal year at \$18,776,000,000. Of this immense sum, our loans to the Allies account for \$6,115,000,000. These loans are continuing at the rate of half a billion dollars a month. Proceeding further to a forecast of the next fiscal year, ending June 30, 1919, Secretary McAdoo estimates the receipts of the Treasury at \$5,176,-



000,000, and disbursements, exclusive of loans to the Allies, at \$12,804,000,000. If our advances to our Allies are continued at the present rate, the year 1919 will show a difference between receipts and disbursements of between thirteen and fourteen billion dollars, which will have to be met by further issues of bonds or loans and additional taxes. The net result of these Treasury figures is the showing that the cost of war to the American people for the two years ending June 30, 1919, will be at least \$36,000,000,000. It is to be remembered, however, that \$12,000,000,000 of this sum is in the form of advances to the Allies.

*Bonds  
or  
Taxes?*

So far as concerns the new money to be raised during the next seven months, Mr. McAdoo is very clear in his opinion that we should have recourse to security issues rather than new taxation. "It is my earnest conviction," he says, "that the general economy of the country should be permitted to readjust itself to the new revenue laws before consideration should be given to the imposition of additional tax burdens." The Secretary has, however, a word of warning as to any situation in which it would be impossible for the Government to sell convertible and partly tax-exempt bonds upon a 4 per cent. basis. He is plain spoken in his conviction that any increase in the interest rate on federal loans would be unwise and hurtful, and in his disposition to favor further extensions of the taxing program in the contingency that the country does not absorb readily the 4 per cent. bonds. Mr. McAdoo also lets it be known that he will recommend to Congress war measures to prevent capital from going into either public or private enterprises that are not essential to the prosecution of the war.

*The Revenue  
Law to  
Stand*

On December 17 Chairman Simmons, of the Senate Finance Committee, announced that no general reconsideration of the present revenue law would be given in this session of Congress. The ambiguities, injustices and obscure features of the law have so puzzled both experts and laymen that there was hope in many quarters for a thorough overhauling of what seemed to the public an almost impossible piece of legislation. On the day following Mr. Simmons' announcement an attempt was made to repeal the special occupational income tax of 8 per cent, familiarly

known as Mr. Kitchin's "joker," but the amendment was lost, owing to the urgent influence of Mr. Kitchin himself. On the same day a separate amendment was passed, which repealed the original exemption of the salaries of federal officers in the operations of this section.

*Canada's  
Successful  
Loan*

The last day of November showed an enthusiastically successful close of Canada's "Victory Loan" campaign. Although Canadian banks did not underwrite or directly subscribe to the issue, an aggregate of \$350,000,000 was received. With allowances for the difference in population, this is very nearly as good a showing as the United States made in its Second Liberty Loan. The province of Ontario furnished about 55 per cent. of the whole subscription, and there were more than 100,000 individual subscribers in the city of Toronto alone. The entire province of Québec, with a population almost equal to Ontario, subscribed only one-third as much, and the response from the typical French communities was negligible.

*The  
Coal  
Shortage*

In the middle of December the Eastern States were face-to-face with an acute crisis in the supply of coal. In the city of New York thousands of houses, apartment and office buildings were down to their last shovelful of coal, and in many cases were obliged to improvise oil stoves for domestic and office purposes. The shortage was hastened and made more acute by the heavy snowstorm and unusually cold spell of the second week in December. As early as November 28, Mr. Garfield, the Federal Fuel Administrator, had, with the operators, recognized the danger of a coal famine throughout the country, except for the Northwest, which was fairly well supplied. On that date Mr. Garfield requested Judge Lovett, Director of Priority, to issue an order giving coal and coke right of way on the railroads over general freight. This would have meant that coal would move over railway lines along with foodstuffs, and with no commodities more favored except actual war supplies. Four days later the Fuel Administrator requested the operators in all the great coal fields to give preference to shipments of coal during thirty days to industries essential to the country's war program, "domestic requirements," and public utilities. Thus, the danger of the inconvenience

and suffering which actually came in mid-December had been foreseen for some weeks, but the measures taken to forestall the trouble proved inadequate in the face of the cold and the storms.

*Basis of  
the Coal  
Shortage*

It seems to be true that the usual complaint of car shortages and failure of the railroads to move coal fast enough does not hit at the basis of the country's recent fuel troubles. At any rate, in the face of the current figures of coal production and freight movement, it is most unfair to lay blame on the railroads for inefficient operation, for the roads have been moving 18 per cent. more coal from May to October than they carried last year, and they have been doing this at rates for the service exactly the same as they received before the war. In spite of the fact that it was known soon after we entered the war that the mine production would have to be increased for 1917 about 100,000,000 tons, or 17 per cent. over 1916, the operators had, by the middle of the autumn, only attained an increase of 10 per cent., equivalent to 41,000,000 tons annually more than the corresponding period of 1916. It is all-important to remember, too, that the coal operators have had the benefit of tremendously increased prices for their produce to aid them in standing the higher costs of labor, etc. These figures seem to point to a much greater efficiency attained by the railroads in their attempt to meet the crisis than has been shown by operators.

*The Crisis  
in Railroad  
Affairs*

Mr. Charles F. Speare writes in this issue of the REVIEW OF REVIEWS on the situation confronting the railroads and the conditions calling for President Wilson's interposition and the appointment of a federal director of railroads, with perhaps the installation of complete Government control. The railroad managers are in desperation looking with complacency on many different proposals for Government control, which they would, even a year ago, have regarded with horror. They feel that labor will demand most or all of any increased income which rate relief might bring, and will demand it whether the relief is given them or not. To the 250,000 trainmen and conductors who recently asked for an increase of no less than 40 per cent. in wages, there are added new demands from 100,000 firemen and engineers.

*Fair Play  
for the  
Carriers*

Whatever may have been the sins of omission and commission of individual railroad corporations in the past, it is certain that the many able, efficient and truly patriotic railroad managers now struggling desperately against conditions for which they are not responsible, are being most unjustly blamed in various quarters. It would clearly be best to let bygones be bygones on both sides of the railroad controversy, and address all thoughts and words to the present and future. Yet absurdly intemperate accusations are still heard; as, for instance, when a member of Congress asserts that the railroad managers have deliberately brought about the present congestion and shortage of equipment as a device for obtaining higher rates. The truth is that if the railroads had been given the 10 per cent. advance in freight rates, which they asked for in 1910, and which was refused, after nearly four years of largely useless investigation and wrangling, they would have been in a position to purchase new equipment and to put their houses in order at a time when equipment and supply companies were frantic to fill their needs at from one-half to one-third of the prices that must be paid now, even where the supplies can be obtained at all at any price. The unprejudiced observer must decide that the judgment of the railroad men was far better than that of the Commission which refused this relief at the time when it would have enabled the roads to avoid a large measure of the huge loss and great danger under the present conditions of traffic.

*Failure of  
the World's  
Wheat Crop*

Our Department of Agriculture has published the estimates of the world's crops compiled by the International Institute of Agriculture at Rome. The serious item in the current year's crop yields is wheat, which in seventeen countries outside of the Central Powers shows a loss of more than 14 per cent., or 1,868,000,000 bushels, from the five-year average. Rye, barley and flaxseed are also below the average in quantity. Against the world failure in growing wheat at a time when a good crop was more needed than ever before, is the great yield of corn of 3,312,000,000, which exceeds the average of the past five years by just about as large a percentage as the deficiency in wheat. Oats, too, shows about 14 per cent. better than the average, rice 16.5 per cent. better, potatoes 12.4 per cent. and sugar beets 6.6 per cent.

# RECORD OF EVENTS IN THE WAR

(From November 20 to December 18, 1917)

November 20.—A sudden forward movement by the British (under General Byng) toward Cambrai, without the usual artillery preparation and warning, results in a gain of nearly five miles on a wide front, and the capture of 8000 Germans; "tanks" and cavalry play an important part in the attack.

The British Premier, Lloyd George, informs the American War Mission that it is "even more imperative than before that the United States send as many troops as possible as early as possible"—because of the Russian collapse and the Italian reverse.

Premier Clémenceau states to the Deputies the purposes of his new ministry, and receives a vote of confidence, 418 to 65.

November 22.—French elections due in 1918 are postponed to 1920 by the Chamber of Deputies, with no special elections to fill vacancies.

British statistics show that in the three years ending with October, 122 vessels have been lost "without trace" as against a normal average of 15 vessels yearly.

November 24.—The United States Navy Department announces the destruction of a German submarine, and the capture of its crew, by an American destroyer in European waters.

The Bolshevik Minister of Foreign Affairs in Russia, Leon Trotzky, begins the publication of Russia's secret treaties.

The end of the second week of German assaults against Italian positions on the Asiago Plateau, and in the twelve-mile gap in the mountains between the Brenta and Piave rivers, indicates that the Italians have succeeded in checking the Austro-German invasion.

The Commission for Relief in Belgium makes public a protest to the German Government (dated April 9, 1917), which recited the cases of twelve Belgium relief ships destroyed by German submarines in February, March, and April, while proceeding under guarantees of safe conduct.

November 27.—Representatives of the Russian Bolshevik element cross to the German side to arrange negotiations for an immediate armistice "of all belligerents."

November 28.—A Scandinavian conference is opened at Christiania, Norway, with King Gustav, of Sweden, and King Christian, of Denmark, as guests of King Haakon.

The revolutionary government in Russia makes public a secret agreement entered into (on April 26, 1915) by Great Britain, France, and Russia, with Italy; in return for joining the Entente, Italian claims to the Trentino, Istria, and Dalmatia were recognized.

November 29.—An Inter-Allied Conference is opened at Paris, with Premier Clémenceau representing France, Premier Lloyd George representing Great Britain, and Col. Edward M. House representing the United States; twelve other nations are represented.



MAJOR GRAYSON M. P. MURPHY, HEAD OF THE AMERICAN RED CROSS IN FRANCE

(Major Murphy's name has been much in the newspapers of late. He was senior vice-president of the Guarantee Trust Company of New York when sent to Europe to manage American Red Cross affairs. He is a graduate of West Point and has seen army service. His report on Russia after a trip to that country early in the war period was regarded as of exceptional value. He is regarded as one of the rising leaders of American activity. He was born in Philadelphia in 1878 and is about forty years of age.)

Count George F. von Hertling, the new German Chancellor, addresses the reassembled Reichstag on domestic and foreign problems, and expresses the hope that the efforts of the Russian Government will bring peace.

The Marquis of Lansdowne (ex-Minister of Foreign Affairs in Great Britain) urges a re-statement of the war aims of the Allies—in order to make plain that annihilation of Germany as a great power is not desired—thus attempting to bring peace and avoid ruin of the civilized world.

November 30.—A German counter-attack on both flanks of the territory recently gained by the British near Cambrai is successful, but British reinforcements win back most of the ground lost; American army engineers creating railways behind the British lines are caught by surprise near Gouzeaucourt and sustain many casualties.

Austria-Hungary accepts the Russian Government's wireless proposals to enter into negotiations for an armistice and a peace treaty.



COMPILING SERVICE RECORDS OF SOLDIERS IN THE NEW NATIONAL ARMY  
AT CAMP UPTON, N. Y.

(Complete card-index service records are now being prepared in every National Army cantonment)

### *The First Week of December*

December 1.—A Supreme War Council of the Allies holds its first session, at Versailles, France, to discuss and recommend plans for united action on the Western front by Great Britain, France, Italy, and the United States; the American representatives are Colonel House and General Bliss.

It is announced that German East Africa has been entirely won by Allied forces, Germany thus losing control of its last (and largest) oversea possession.

December 2.—British troops withdraw from the village of Masnieres, near Cambrai, in order to straighten and strengthen their line.

December 3.—German and Austrian official reports announce that an armistice has been agreed to by local commanders in many sectors of the Russian front.

The Inter-Allied Conference at Paris comes to an end.

December 4.—President Wilson recommends to the American Congress that the state of war be extended to include Austria-Hungary.

General Dukhonin, commander-in-chief of the Russian armies, is killed by a revolutionist mob after persisting in a refusal to enter into armistice negotiations with the Germans.

The German attempt to force the Italian line, on the Asiago Plateau, is renewed with increased forces of men and artillery.

December 5.—A Russian official report on the armistice negotiations states that Germany refused Russia's two principal proposals—that German troops should not be sent from Russian to other fronts, and that German troops evacuate the islands of Moon Sound.

Gen. Maxime Weygand becomes French member of the Inter-Allied Supreme War Council, succeeding General Foch, who will be military adviser to Premier Clémenceau.

The British withdraw from the salient around Bournon Wood, in the Cambrai district, abandon-

ing nearly one-third of the territory recently gained.

December 6.—A large section of the city of Halifax, Nova Scotia, is destroyed by an explosion resulting from the collision of two vessels in the harbor, one of them a French munition ship carrying 4000 tons of high explosives; 1266 persons are killed, and 2000 buildings are destroyed; a blizzard adds to the horror.

The United States destroyer *Jacob Jones* is torpedoed and sunk by a German submarine near the Scilly Isles, 66 of the crew of 110 losing their lives.

The German War Office announces an agreement with Russian representatives for the suspension of hostilities for ten days from noon on December 7.

Chancellor von Hertling introduces an electoral-reform bill in the Prussian Diet.

December 7.—The United States Congress votes to extend the state of war to include Austria-Hungary.

### *The Second Week of December*

December 8.—Ecuador severs diplomatic relations with Germany.

Revolutionary outbreaks in Lisbon and Oporto, led by Major (formerly Professor) Paes, result in the overthrow of Dr. Affonso Costa, Premier, and the arrest of President Machado.

December 9.—The Russian Bolsheviki government announces a counter-revolution in southern Russia, directed against itself, led by General Korniloff and General Kaledines, the Cossack commander.

December 10.—Jerusalem is surrendered by the Turks to British forces under General Allenby, which had practically surrounded the city.

Japanese troops are reported to have been landed at Vladivostok, Russia, with Chinese troops concentrated at Harbin, to keep from the Bolsheviki government the vast war supplies accumulated there.

The German War Office announces that an armistice on the Rumanian front has been arranged with Russian and Rumanian armies.

December 14.—Premier Lloyd George, in an address at London, declares himself in agreement with President Wilson's message to Congress.

Secretary Daniels announces the formation of a permanent Allied Naval Council.

The Cuban Senate follows the action of the House and adopts the resolution declaring war on Austria-Hungary.

### *The Third Week of December*

December 15.—Oscar T. Crosby, Assistant Secretary of United States Treasury, is elected President of the Inter-Allied Council, which is to take up questions of war purchase and finances.

An armistice agreement between the Bolshevik government in Russia and the Central Powers is signed at Brest-Litovsk.

December 17.—Rear-Admiral Frederick R. Harris, U. S. N., asks to be relieved as General Manager of the Shipping Board's Emergency Fleet Corporation; Charles A. Piez, of Chicago, Vice-President of the Corporation, succeeds him.

Sir Eric Geddes, First Lord of the British Admiralty, announces that 11 vessels in a British convoy have been sunk in the North Sea by German destroyers.

In the Canadian elections the Unionist Government of Sir Robert Borden is returned and the Conscription Law confirmed by heavy vote; the

French speaking parts of Canada give large majorities for Liberals headed by Sir Wilfrid Laurier.

December 18.—In the reorganization of the United States War Council Major General W. Crosby is appointed Acting Quartermaster General; Brig-Gen. Barrette becomes Acting Chief of Coast Artillery and Brig-Gen. Charles Wheeler becomes Acting Chief of Ordnance in place of Major General Crozier.

The Austrians attack the Italians in the mountains west of the Brenta.

## RECORD OF OTHER EVENTS

(From November 21 to December 18, 1917)

### PROCEEDINGS IN CONGRESS

December 3.—The Sixty-fifth Congress meets in its first regular session; the Treasury Department furnishes an estimate of financial requirements for the fiscal year aggregating \$13,504,388,000, exclusive of sinking fund and postal service.

December 4.—Both branches assemble in the House chamber and are addressed by the President, his fifth annual message; after recommending that a state of war with Austria-Hungary be declared, and stating that German power must be crushed, he serves notice that the United States has no wish to rearrange the Austro-Hungarian Empire, and intends no interference with the internal affairs of the German Empire.

December 7.—Both branches passed a joint resolution declaring the existence of a state of war between the United States and Austria-Hungary; a Socialist member of the House casts the single vote in opposition to the resolution.

December 12.—The Senate adopts the bill legalizing combinations of American exporters seeking to promote foreign trade.

The Senate Committee on Military Affairs begins an examination of high officials in the War Department regarding alleged delay in providing guns and other war supplies.

December 14.—The House Committee on Naval Affairs orders an inquiry into the Navy Department's conduct of the war.

December 17.—By vote of 242 to 128 the House adopts the resolution proposing an amendment to the Constitution to prohibit the liquor traffic.

December 18.—The Senate concurs in the House amendments to the Prohibition resolution as it originally passed the Senate; the amendment now goes to the States for ratification.

The Senate orders an investigation into the railroad situation of the country, and also into the work of the Shipping Board.

The House repeals the exemption of the salaries of Government officials (including its own members) from the provisions of the occupational tax.

Evidence of delay in the manufacture of machine guns and rifles is presented before the Military Affairs Committee of the Senate; it is admitted that the manufacture of these arms is now proceeding rapidly.



HON. FREDERICK H. GILLETT, THE NEW MINORITY LEADER IN THE HOUSE OF REPRESENTATIVES

(Mr. Gillett has been in Congress representing the second Massachusetts district for about 25 years. He is one of the best trained and most intelligent men in public life at Washington. He takes the place of Congressman Mann, of Chicago, who is in ill health)

### AMERICAN POLITICS AND GOVERNMENT

November 22.—The chiefs of the four railroad brotherhoods discuss with President Wilson their demands for wage increases, taking the ground that the eight-hour law of 1916 was not equivalent to a wage increase.

November 23.—Rear-Admiral Capps resigns the office of general manager of the Emergency Fleet Corporation.

November 24.—The Railroads' War Boards makes public "revolutionary measures in order to relieve congestion of traffic on the Eastern rail-

ways," directing that "all available facilities on all railroads east of Chicago be pooled to the extent necessary to furnish maximum freight movement."

November 25.—The Government's Emergency Fleet Corporation reports that contracts have been let for 884 new vessels, of 4,724,300 deadweight tons, besides 426 vessels requisitioned while under construction—an aggregate tonnage of 8,363,808.

November 26.—The Food Administrator announces regulations reducing the maximum alcoholic content of beer to 3 per cent. (compared with a present average of 4 per cent.).

November 28.—The President places all imports under Governmental control, to bring influence to bear upon neutral South American countries where German interests are dominant, and to facilitate the procuring of indispensable commodities held by embargoes of other countries.

December 1.—The price of anthracite coal at the mines is increased 35 cents a ton by direction of the President, to meet increases in wages.

A War Department report shows that among approximately 800,000 men in all branches of the Army, 1348 soldiers have died from all causes since April 6; "natural causes" were responsible for 937 deaths, and accidents for 352.

December 4.—The War Trade Board publishes a list of 1600 firms and individuals in South and Central America, with whom trading is prohibited except under licenses.

December 5.—The annual report of the Secretary of the Treasury states that \$5,128,000,000 must be provided in new bond authorizations or additional war taxes.

The Interstate Commerce Commission, in a special report to Congress, recommends the unification of railroad operation during the war, the alternative being operation by the President.

December 7.—The Government's "priority administrator" directs that preference in railroad shipments be given to fuel, livestock, food, and military supplies.

December 11.—Thirteen negro soldiers are hanged near San Antonio, under martial law, for participation in rioting at Houston, Tex., in August.

December 17.—Comptroller Prendergast makes a statement to Mayor-elect Hyman regarding the finances of New York City.

December 18.—Andrew J. Peters is elected Mayor of Boston on a non-partisan ticket.

#### OTHER OCCURRENCES OF THE MONTH

November 26.—Cotton for December delivery, on the New York exchange, sells for 30½ cents a pound, the highest price ever reached in an open market.

December 1.—Railroad conductors and trainmen present demands for wage increases approximating 40 per cent.

American cavalrymen pursue Mexican bandits

(who had raided a cattle ranch in Texas), and in an engagement at Buena Vista, Mexico, kill 35 of the bandits, losing one of their own number.

December 17.—In a collision occurring in American waters between two U. S. submarines nineteen members of the crew of one of them are lost.

#### OBITUARY

November 21.—George Patten Lawrence, former Member of Congress from Massachusetts, 58.

November 23.—James Hamilton Peabody, Governor of Colorado during the Cripple Creek miners' strike of 1903, 65.

November 25.—Dr. Ami Jacques Magnin, chief surgeon of the American Hospital in Paris. . . . George Ray Wicker, professor of economics at Dartmouth College, 47.

November 26.—Prof. Franklin Matthews, of the Columbia School of Journalism, 57. . . . Sir Leander Starr Jameson, leader of the Transvaal Raid in 1895 and long active in Cape Colony politics, 64.

November 29.—William Hall Walker, prominently identified with the early development of the camera industry.

November 30.—Major-Gen. Alexander C. McW. Pennington, U. S. A., retired, a veteran of the Civil and Spanish Wars, 79. . . . William Eaton Chandler, ex-Senator from New Hampshire and Secretary of the Navy under President Arthur, 82.

December 1.—Henry Marcus Leipziger, noted as developer of the free-lecture system in New York public schools, 62.

December 4.—Rear-Adm. Charles Curtis Rogers, U. S. N., retired, 61.

December 7.—Dr. A. D. Melvin, chief of the Bureau of Animal Industry, 55.

December 10.—Sir Mackenzie Bowell, former Premier of Canada, 94.

December 12.—Dr. Andrew Taylor Still, of Missouri, pioneer worker in the principles of osteopathic treatment, 89.

December 13.—George Willis Botsford, professor of history at Columbia University, 55.

December 14.—Day Allen Willey, a prolific magazine writer, 57.

December 15.—Brig.-Gen. Bernard J. D. Irwin, U. S. A., retired, 87. . . . Major J. V. Menzies, veteran of the Civil War and Democratic politician. . . . J. H. Woodworth, retired iron and steel capitalist of Birmingham, Alabama, 75.

December 16.—Henry Clay Barnabee, the well-known opera singer, 85. . . . Ex-Congressman George Robert Latham, of West Virginia, veteran of the Civil War, 85.

December 17.—George Bancroft, the New York banker, 63. . . . Zenas Crane, paper maker and philanthropist of Massachusetts, 77.

December 18.—Dr. Edmund Hogan, of Dublin, 86.



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#### JAPAN'S FINANCE COMMISSION NOW VISITING THE UNITED STATES, HEADED BY BARON MEGATA

(Seated, left to right, Baron Bynkichi Ito, Chozo Kioke, Baron Tenetaro Megata, chief of the commission and a Harvard graduate; Dr. Seiji Hishida, secretary of the commission and a graduate of Columbia University, and T. Sakaguchi. Standing, Osamu Matsumoto, Kenjiro Matsumoto, Yeshitaro Yamashita and U. Yoneyama)



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#### COMMISSIONER ROPER'S EXCESS PROFITS BOARD

(These prominent men are assisting the Treasury Department in explaining and applying the business taxes imposed by the new War Revenue Act. They are: Seated, left to right, Representative Cordell Hull, a member of the House Ways and Means Committee; Daniel C. Roper, commissioner of internal revenue; T. S. Adams, economist, of Yale University; and Henry Walters, chairman of the Board, A. C. L. and L. & N. railways. Standing, E. T. Meredith, editor *Successful Farming*; Wallace D. Simmons, president, Simmons Hardware Co., St. Louis and Philadelphia; Stuart W. Cramer, ex-president, American Cotton Manufacturers' Association, Charlotte, N. C.; J. E. Sterrett, accountant, New York, and S. R. Bertron, banker, New York)



*Young Women Letter Carriers in New York*



*An American Girl in a Machine Shop*



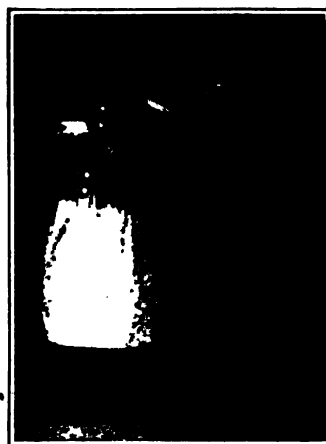
*Some of the Young Women Now Employed as Conductors on New York Street Railways*



*A Broadway Conductor*



*A New York Teamster*



© Underwood & Underwood, New York  
*A Letter Carrier*

**IN AMERICA AS IN EUROPE WOMEN ARE TAKING MEN'S PLACES IN  
MANY CALLINGS**



# WAR TOPICS IN CARTOONS



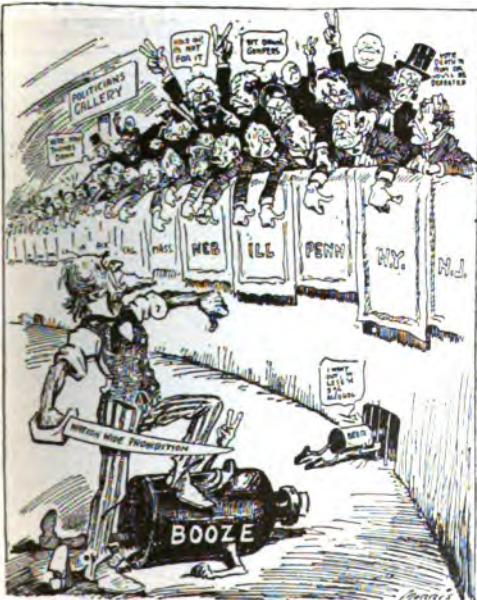
**AUSTRIA'S SUBJECTS IN AMERICA: THEIR DAY**  
From the *News* (Dallas)



**"FOLLOW ME!"**  
From the *Journal* (New York)

**T**HE four cartoons on this page are all American in origin and represent different phases of interest in the war as developed during the past month in the United States. Above, at the left, we get a vivid impression

of the feelings with which Austria's faithful subjects in this country received the news of our declaration of war on the fatherland. The young woman at the right is thinking solely of what was in the minds of millions of Americans in December—getting recruits

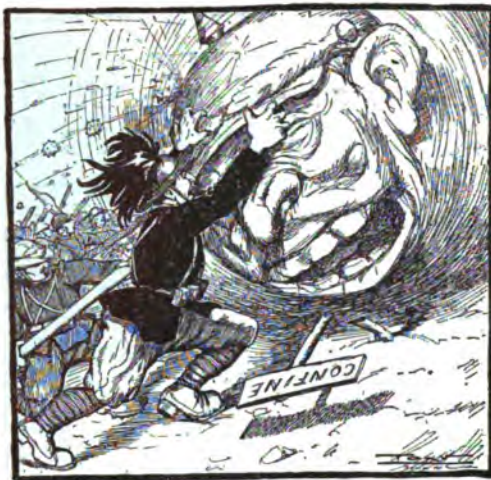


**THE GLADIATOR**  
From the *Mail* (New York)



**CONGRESSIONAL SHOCK TROOPS**  
From the *World* (New York)





ITALY: "THE GIANT ROLLED INTO OUR PLAIN  
SHALL YET BE ROLLED BACK HOME AGAIN."

From *Il 420* (Florence)



"DON'T WORRY. WE SHALL ALSO  
MASTER THIS!"

From *Numero* (Turin)



PICTURE WITHOUT WORDS

(German and Pro-German caricaturists always depict the Italian soldier with an umbrella.)

From *Nebelspalter* (Zurich)



THE WAR SEE-SAW

Miss LIBERTY (to Russia): "This  
isn't the way to win me. See how  
you have let poor Italy down..."

From *Opinion* (London)



TREASON IN RUSSIA

From *L'Asino* (Rome)



THIS IS THE MEAL WHICH THE TEUTON WOLVES  
WILL FIND IN OUR ITALIAN PLAINS

From *Numero* (Turin)





**POLISH INDEPENDENCE**  
"Now the Goose Step as the first preliminary! Parade-schritt, March!"

(Amsterdam)  
From *De Amsterdammer*



**THE RUSSIAN REVOLUTIONARIES**  
The wolves who eat up each other.  
From *De Amsterdammer* (Amsterdam)

for the Red Cross. Uncle Sam is depicted as a gladiator crushing the demon rum, and the activities of our Senatorial inquisitors

are well hit off by the *New York World*.

On this page and the one facing it, we glimpse varied aspects of the war from Allied and neutral standpoints. Only one of these cartoons is from an American source, and "Jerusalem," we think our readers will agree, is one of the most impressive of all.

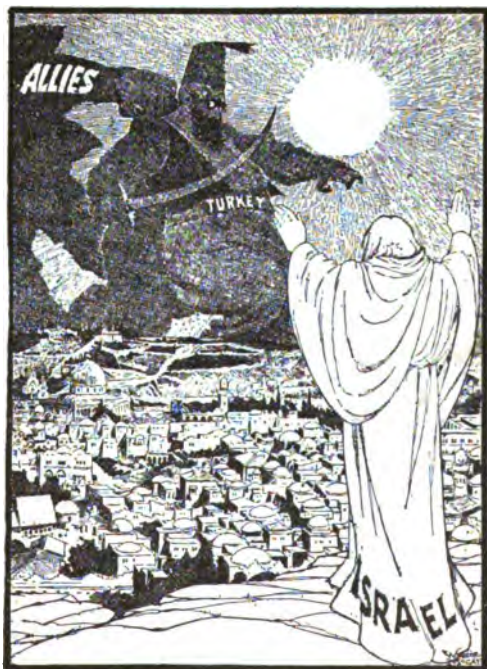


**THE BETTER HALF**

BRITANNIA (to Lloyd George): "You know I love you. I accept your explanation—but don't presume too much on my affection, nor forget that I am bigger than you."

From the *National News* (London)

Jan.—3



**JERUSALEM**

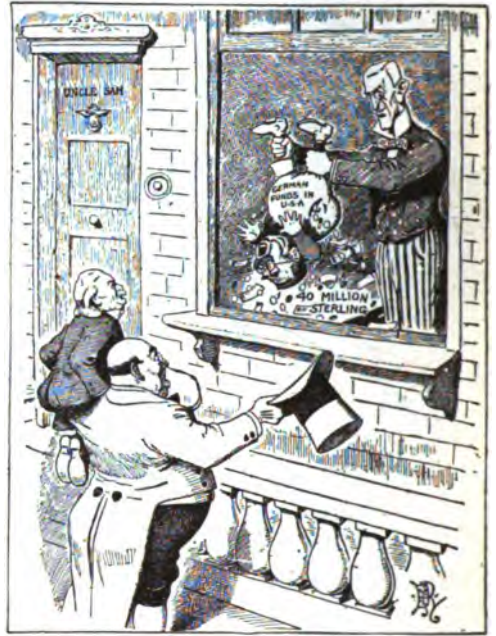
From the *American* (New York)



**"THIS COLOSSUS"**

(With acknowledgments to M. Gustave Herve's appreciation of the British Army in "La Victoire.")  
From *The Passing Show* (London)

The English cartoonist of the *Passing Show* deplores the rebel sentiment in Ireland that holds British soldiers who ought to be in France. He presents the British army as a Colossus striding from Flanders to Italy and

**TAKING IT OUT OF HIM**

THE SHOWMAN: "Have a good look at him, David, and as there are twenty-three million pounds of Fritz's money here you might do the same!"

From *The Passing Show* (London)

**GERMANY'S LAST RESERVES**

THE PAYMASTER: "... And you will continue meantime to render every assistance to our U-Boats."

From *The Passing Show* (London)

**RUSSIAN BEAR: "AND YET THEY'VE BEEN CALLING ME A SLACKER!"**

From *Opinion* (London)





THE PIRATE'S OPPORTUNITY

"The Struggle for the Wheel!"

(While the rival factions were contending for the control of the Russian ship of State, the German pirate was climbing over the rail)

From *John Bull* (London)

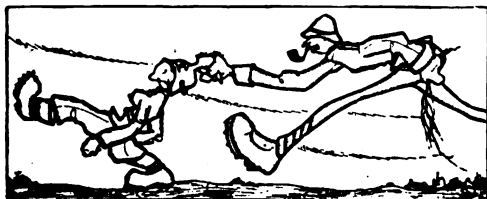


THE BEAR LEADER

THE RUSSIAN EXTREMIST: "Now, dis magic ring vot I haf put thro' your nose is der symbol of liberty!"

From *Reynold's Newspaper* (London)

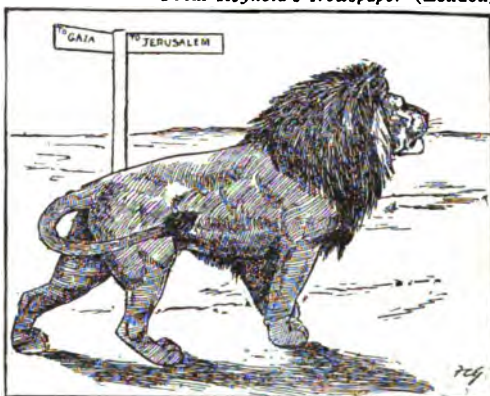
reaching out to Palestine. Another London cartoonist refers to the segregation of German funds.



ON THE BELGIAN FRONT

ENGLAND TO GERMANY: "No, my dear, you won't get me to listen to your peace proposals. I am not a Russian."

From *Mucha* (Moscow)



COEUR-DE-LION

THE LION: "I think I must have been here before—a long time ago!"

(Richard Coeur-de-Lion and the Crusaders, after defeating Saladin at the battle of Arsuf, came within sight of Jerusalem in 1191)

From *The Westminster Gazette* (London)



FRITZ, "THE LITTLE FATHER"—PRO TEM SPOOFENHEIMER VON KAMOUFLAGEVITSCH, the Maximalist: "Spoofy, my poy, you vas a cleffer yellow,—a perfect che-nius!"

From the *Sunday Evening Telegram* (London)



AUSTRIA SAVED AGAIN!

KAISER (dolefully): "I can't go on doing this for ever."

From *News of the World* (London)





ENGLAND, FRANCE, ITALY AND AMERICA PLAY IN HARMONY, BUT RUSSIA MAKES A PAINFUL DISCORD  
From *Mucha* (Moscow)



THE TRIUMPH OF LENINE  
"Towards a just peace."—From *La Victoire* (Paris)



RUSSIAN PUBLIC: "THERE IS NO OTHER MEANS OF CLEANING THE BED THAN BY BURNING IT."  
(This cartoon represents the attempt in Russia to rid the country of Lenine, Trotsky and the Bolshevik infection)  
From *Mucha* (Moscow)



THE BOLSHEVIK AND THE TELEPHONE  
"I wanted to scold Kerensky for his counter Revolutionary Policy, but I cannot find his telephone number." (The book is upside down)

From *Mucha* (Moscow)

The Polish paper *Mucha*, formerly published in Warsaw but now domiciled at Moscow, has been unrestrained in its satirical treatment of the Bolsheviks and Russia's political discord.



THE POLISH SPIRIT MIDST THE WRECK OF RUSSIA  
"Let the National Democrat in Moscow growl as much as he likes, I will rebuild Poland out of the fragments of this shattered form."

From *Mucha* (Moscow)



# THE FIFTH CAMPAIGN

BY FRANK H. SIMONDS

## I. AT THE NEW YEAR

**L**IKE 1917, the New Year opens in the midst of discouragement and depression for the Allies, in whose number we are now reckoned. For the first time during the present war a year begins with no legitimate reason for expecting victory, decisive victory, during its course. Unless all signs fail, the end of the year will see the war still in progress; and there is every prospect that it will see Germany able to make headway against her enemies and in possession of Allied territory on the Western front.

In a sense the lack of great optimism at the opening of the fifth campaign of the World War—and the Civil War was decided early in the fifth campaign—is due to a growing appreciation of what modern war really means. We recognize now, as we did not three years ago, how stupendous is the task of defeating a people in arms and prepared for war. From the first abdication of Napoleon to the coming of the present European conflict, all European wars of importance had speedy decisions. Waterloo, Sadowa, Sedan, Lule Burgas, and the Bregalnitz, each within a few weeks of a declaration of war proclaimed the outcome of the contest. Only in our own Civil War was the outcome long doubtful and the struggle protracted in a way to suggest comparison with the present contest.

Thus the world was led to expect a speedy solution of the great problem raised by the World War. Yet, looking backward in history to similar struggles of other countries, there is written much of more than passing contemporary value. France, in the Revolution and under Napoleon, defied Europe for more than twenty years. And France of the Revolution was unprepared for war. Her conscript armies began their campaigns in rags and ended them quartered in the palaces of every European capital. Not even the army which Napoleon led to Austerlitz had such an advantage in numbers and preparations over the Russian and Austrian armies as the German armies possessed over their British and French foes

three years ago, when they set out for Paris. But they had Napoleon.

With the wars of Napoleon or of Louis XIV in mind, it is easier to understand the protraction of the present struggle and to realize that the decision may yet be postponed for years. Decisive victory last year was only remotely possible even if Russia had stayed in the battle line and contributed her share. When Russia deserted there was an end of all hope of a decision in 1917 or in 1918. There would have been an end of all hope of Allied victory even had no new nation arrived to replace Russia. America enlisted, but not until next year can America fill Russia's place, and upon the arrival of this final reserve the Allies must wait.

Meantime the Russian collapse has released some hundreds of thousands of German and Austrian troops, a considerable portion of whom were compelled to remain on the Eastern front until Russia was definitely out of the war. Since Russia is out and negotiating a separate peace, these troops will now constitute a strategic reserve; they are the material with which Germany can build a new offensive campaign, and with their arrival the offensive on the West front has passed to Germany. For the first time since Verdun, Germany has the means both as to men and guns to risk another great offensive.

And the German press and the German critics are all agreed that such an offensive is now to take place. One is tempted to suspect the good faith of such declarations, for Germany has not in the past used the brass band method to advertise her strategy in advance of putting it into operation; neither the Dunajec nor Verdun was preceded by press agents. Yet there remains the solid fact that Germany has the resources for an offensive, and there is obviously sound reason why she should now seek by an offensive to get a decision before the American army is ready, as she sought to get a decision at Verdun before the British were ready.

Since there will be no reinforcement of the British and the French until the American army is ready for action, and since the

American army cannot be ready in great numbers before the campaign of 1919, although some thousands may be in the firing line before spring, there is, then, no reason to expect a decision this year, as the result of Allied military achievement in the field, and there is every reason to expect that Allied effort may be restricted more severely to the defensive than in any previous campaign of the whole war. We must then face the probability of a five years' war, at the shortest, looking at the military considerations; as to victory won by economic weapons in a shorter time, this remains always possible and never likely.

## II. LOOKING FORWARD

It seems to me that it is the part of wisdom for the Allies to make clear to their publics in advance of the next campaign what its course promises to be, for in doing this they will abolish vain hopes and avoid the consequences of disappointments, which seem to me bound to follow too great optimism now. Recognizing how dangerous it is to forecast, and with a full appreciation of the limitations which are common to all critics, I am going to attempt to set forth here the situation as I now see it.

In the first place it seems to me utterly unlikely that there can be any decision, on the military side this year. Russia is out of the war; the Allies have no right or reason to hope that any changes at all that are conceivable in Russia will help them or bring back to them any Russian aid. The defection of Russia has released many troops and it has involved Rumania, which will be compelled to make peace on German terms. Russia and Rumania, together, by making separate peace, will release something like a million and a half German, Austrian, and Bulgarian troops, all of which save the Bulgarians can be used upon the Western and Italian fronts or behind the German and Austrian lines to improve communications and speed up industry.

In the second place the collapse of Russia and the surrender of Rumania, due to Russian desertion, have wholly changed the German temper. Six months ago the mass of the German people desired peace because they did not believe absolute victory was possible; they were equally convinced that they could not be decisively beaten. But now, with Russia and Rumania out, with Italy terribly beaten recently, the German people have

gained a new confidence, and at the same time the extreme militaristic and autocratic elements have gained absolute control. Thus at one time Germany has obtained the men for a new offensive and her people have acquired a confidence and an expectation of success which will lead them to make additional sacrifices and endure fresh burdens.

On the Allied side the situation is equally plain. Britain, France, and Italy have at least as many troops under arms as Germany and Austria now possess. There is not the slightest reason to believe that on the West front Britain and France will not be able to match man against man and gun against gun with Germany and Austria during the campaign that is now to begin, and they should be able to do this without relying upon the American troops, which are slowly but surely increasing in numbers and will be able to hold portions of the line next summer, although they will not be fit for any such ambitious effort as the new British armies made at the Somme last year and before Arras this spring.

But the Allies have no considerable advantage in numbers. They cannot hope, by pursuing a war of attrition next summer to exhaust German numbers, while theirs still remain sufficiently great to bid for a decision. In a word, a state of balance has been reached on the West front. Were the Allies confronted by the same necessities as the Germans, they might risk all upon a desperate offensive, but they have not the same necessities. They have a new ally coming up all the time, a new ally who can be depended upon to supply a million men in 1919 and, in the meantime to give ever increasing aid on the sea and in the furnishing of food and munitions. As Wellington waited for the Prussians at Waterloo, the new Allies can afford to wait for America in this war.

The Germans, on the other hand cannot afford to wait. Their submarine campaign no longer promises victory, it is slowly but surely being mastered and a year hence the situation is likely to be better for the Allies in the matter of shipping than now. German victory before America arrives may be possible, it may prove impossible, but it is the one clear chance of realization of German war aims, and victory after America gets up is unthinkable. Germany has now to spend her last reserves, acquired through Russian collapse in seeking a decision, as Napoleon put his Guard in at Waterloo, hoping to smash the British before the Prus-

sians could get up in sufficient numbers.

As for the Allies, they have to parry this blow as they parried two similar blows, the one at the Marne, the other at Verdun. That their armies can do this, the past would seem to prove unmistakably, for the Germans will have no such advantage in 1918 as they had in 1914 and 1916. But the problem is only military in a minor degree, the real test must come among the people of France, of Italy and of Britain, for it is against the will and determination of the people behind the fronts that the Germans are going to strike, primarily.

### III. WAR WEARINESS

Now it is well to face things as they are. In all the nations that have been fighting since the beginning of the war, there has developed war weariness and a certain measure of pessimism. A very great wave of pessimism was noted in Germany last summer, before Russia collapsed, quite as intense depression followed the failure of the French offensive last Spring and French morale was temporarily at a low ebb. We have recently seen the consequences of similar depression in Italy. At the same time in Russia, in Italy, in France and even in Britain, there has been a growth of radical and anarchistic sentiment. Russia herself has collapsed under the strain of domestic disorder, Italy has been brought to the edge of ruin and France has known certain disquieting moments.

All of this the Germans know. Much of this domestic disorder in enemy countries has had its origin in German intrigues. At home the German autocracy is stifling every liberal thought and every expression of the moderates. Abroad German influence and German agents are stimulating every faction and every group which seeks to break down national unity and strength, ostensibly in the name of human freedom, actually, whatever the motive, to the profit of the Germans.

It is the present belief of the Germans that by renewing their assaults on the battlefield, by employing their new reserve of men and guns drawn from the Russian front, they can create the conviction among the Allied publics that Germany is invincible and that this belief will contribute mightily to promoting war weariness and domestic disorder in Italy, France and even in Britain, and that this disorder, this war weariness, will frighten the leaders of the Allied

nations into yielding to German terms, even if it does not produce conditions which will enable the Germans to repeat in France or in Italy the recent achievements in Russia. Even another Verdun, which did not win a victory in the field, might, in the German view, bring a war weary France to the point of making a separate peace—and if France made a separate peace, Germany would escape defeat in the west as she has in the east and, in a measure at least, win the war.

Now just as no man at this time last year could have forecast a Russian collapse, no man can to-day foresee what will happen to France, Italy or Britain. One or all of them may go down as Russia has, although nothing seems less likely or more preposterous. But it is clear to all, that if none of those three nations collapse during the next campaign, then German ruin is assured, and the outcome of the war can no longer be hidden from the German people. If next New Year's Germany faces the world in arms against her without any strategic reserve, with a million fresh American troops, by this time fully equipped, trained, and prepared to join in the attack, her doom will be sealed.

But before this time Germany will have approximately a year in which her foes will lack the numbers to crush her, and she will have the numbers needed to conduct one or several great attacks. If she does not conduct these attacks this year, if she accepts the defensive, then she will still be outnumbered in 1919 and condemned to the defensive then, for her reserves are below a million and by no means first class. But for a year she can stake all, her last mark and her last man on seeking to break the will of her opponents and persuade them to quit while she still has a reserve.

Accordingly I look for German attacks on the west front, in the Balkans and in Mesopotamia, where she is now free to use all Turkish troops, released from the Russian front in Armenia. Salonica, Bagdad and Venice may be prizes of her new efforts in the next six months. No one of these successes would win the war or change the actual situation, but each would contribute much to creating just the atmosphere in Britain, France and Italy, which Germany desires to create. Taken together with some major German offensive against the British or the French on the west front, they might do the trick and bring Europe to a peace by negotiation within the next

twelve months and before the United States can become an effective factor on land.

And this, I believe, is the sum of what we have to fear for the campaign of 1918. That the Germans can succeed now against the British where they failed in the first battle of Ypres, with everything in their favor; that they can succeed against the French, when they failed at the Marne and at Verdun, with the odds overwhelmingly with them, seems unbelievable. But they are condemned to try, because they are in no temper to admit defeat, and have still the resources for a new bid.

#### IV. WAR AIMS

The present month has seen a recrudescence of the discussion of the Allied war aims, which bids fair to continue and not improbably to become a fruitful source of trouble between the Allies themselves, and thus of great advantage to the Germans, if the wise words of the President and of the British Prime Minister are not heeded. Both Mr. Wilson and Mr. Lloyd George have lately emphasized the fact that all talk of peace terms is futile until the victory is assured, although moderation and regard for the future peace of the world demand that these terms be conceived in justice.

Looking at the broader question the situation is this: A number of nations, including the United States, France, Britain and Italy are engaged in a struggle, the chief issue of which is whether Germany shall dominate the world, and by her policy of blood and iron impose her rule upon other races and destroy a number of minor states, of which Serbia and Belgium are the most conspicuous examples. Before the war and during the war German leaders have frequently declared German intention to annex Belgium, efface Serbia, make subject states of Poland and Lithuania, and dominate the Balkans and Asia Minor.

At the present moment the Germans hold much of Northern France, all but a thin slice of Belgium, all of that Poland which existed before the final partition of 1795, and all of Serbia and Montenegro. Much of the eastern territory they hold in conjunction with their allies, but toward these allies Germany has adopted the tone and policy of master. Now so much of the war aims of the Allies as include the liberation of the conquered states, of Belgium, of France, of Serbia, of Poland, are essential

to the safety of the world itself. We are all of us equally interested in the freedom of Belgium and Serbia on the material as well as the moral side, because if Belgium and Serbia are not freed, Germany will be able to create a great state including millions of subject races, perpetuate her methods of force, her militarism and, in due course of time dominate the world.

But this irreducible minimum of peace terms, which assures the freedom of the French, the Serbs, the Belgians and the Poles, no German chancellor, no responsible minister has yet promised to the world. On the contrary, Germany is to-day in the hands of those extremists, who mean to hold what Germany has conquered, to retain Belgium and the mineralized districts of Northern France, to dominate Poland and Serbia and to make the war a victorious advance toward world supremacy.

In this situation it seems to me folly for the Allies to debate among themselves peace terms and peace aims. What the Germans hope is that the French will be pushed into a declaration of purpose to hold on until Alsace-Lorraine is won back to France, to whom it rightfully belongs; that the Italians will be driven to proclaim their determination to regain the lost Italian lands on the east shores of the Adriatic; that Britain will be led to insist that she must have Palestine and Mesopotamia to protect Egypt and India; and then that the Germans can use these declarations to promote jealousies.

Again and again Germany has sought to win France from her allies by offering her, in the vaguest terms, portions of Alsace-Lorraine, while German propagandists in Britain have been inquiring why Britons should be sacrificed merely to win German provinces for France. And in the United States the voice of treason and intrigue is heard again and again whispering that the country has no interest in the war aims of European allies, and that these aims are all of them wicked and material.

The truth is that all discussion of war aims, in advance of the salvation of the world from the German menace amounts merely to words. If Germany wins the war, her aims will prevail, and we know what they are. The Bolsheviki, who have long thundered against Allied war aims, have reduced Russia to impotence only to discover that Germany demands of them all of the Russian territory she has conquered by force of arms during the war, and a mortgage on the

economic future of Russia in addition. Those who are seeking to promote the same disorder in Allied nations would find Germany demanding Belgium and the North of France, once France and Britain were weakened by internal dissensions.

When real peace terms are to be made, we in the United States will be able to speak a powerful and decisive word for justice and against aggrandizements which promise not real peace but new wars. But until there is prospect of any but German terms, which we must all fight, there is no object and there is real danger in the discussion, which is encouraged and induced in no small measure by German agents all over the world.

A century ago, when Europe had defeated Napoleon, at a time when only the most cynical spirit prevailed, France was left intact by her conquerors, who declined to deprive her of Alsace-Lorraine at Prussian behest, and turned over to Louis XVIII that kingdom which Louis XVI had ruled before the Revolution. To-day the only questions with reference to German integrity, raised by any Allied peace aims or war aims, are those which concern Alsace-Lorraine and the Polish districts of Prussia. Britain like France is now pledged to fight until the people of the French "lost provinces" are liberated, but no one is reckless enough to prophesy that it will seem even wise, when peace comes, to take the Poles of Prussia from Germany, since their ability to defend themselves is doubtful.

The Italians demand Trieste and the Trentino, and in addition, certain lands along the Dalmatian coast to which they are not entitled. Their claims to Trieste and the Trentino are valid, if they can be enforced; but just now it is the Germans and Austrians who are advancing in Italy, not the Italians into Austria. As for the Russian claim to the Dardanelles, endorsed by the Allies, it has been renounced by the Russians and ceases to have value. The questions of Turkey and of German colonies are concededly questions for the peace congress.

We are fighting an enemy who has conquered much of the territory of our allies and means to hold it. We are fighting an enemy who has assailed every right and every law of civilization and proclaimed the doctrine of force and violence. Until he has been compelled to give up his conquests or to agree to give them up, and to this ex-

tent renounce his doctrine, we must all fight on, and discussion of war aims is as futile as discussion of future partitions of the moon. All peace is impossible while the German holds Belgium and Serbia, and the German to-day means to hold both and much of France and Russia in addition.

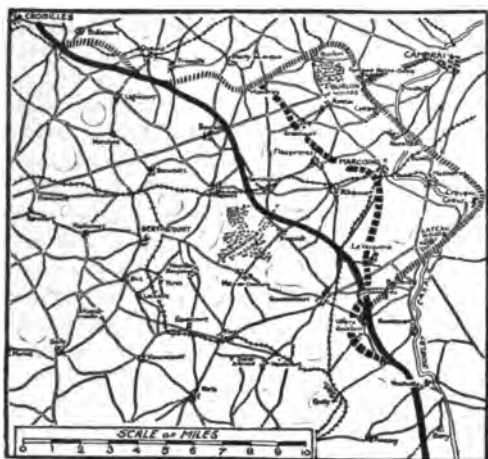
The day on which German defeat is unmistakable we can talk about war aims with safety and appropriateness. But that day is not here, yet. To debate the future ownership of Metz, while the German is actually approaching Venice, is a little too much; to quarrel about such dispositions now, is to play the German game and nothing else. The victor can afford to be generous, but the contestant in a struggle, as yet undecided, can afford to hold his tongue.

## V. THE BATTLE OF CAMBRAI

It remains now to describe the only considerable operation on the West front since my last article. In the closing week of November a British army, commanded by General Byng, who had formerly led the Canadians, suddenly attacked the Germans between Arras and St. Quentin and on either side of the highroad connecting Bapaume with Cambrai.

The attack was an utter surprise. It was not preceded by any artillery preparation, but the way for the infantry was prepared by a great fleet of tanks, which had been secretly assembled at this point in the front, where the ground had been little disturbed by bombardments and was best suited for the use of this clumsy machine.

In the first two days of the battle the British advanced more than six miles on a front of eight. Between the Scheldt River and Canal on the east, and the Canal du Nord on the west they thrust a wedge deeply into the German lines; they broke through the Hindenburg line and advanced through open country, using cavalry more freely than at any time since the Marne campaign. Ten thousand prisoners and almost 150 field and heavy guns were the prizes of this assault. More than this, the British finally carried Bourlon Woods less than three miles from the city of Cambrai, and occupied the high ground dominating the city. The whole German position between the Scheldt and the Scarpe was now in utmost danger, and there was a period of several days when there seemed a reasonable chance that the British might compel a very wide retreat of



MAP SHOWING RESULTS OF THE FIGHTING NEAR CAMBRAI

(The heavy solid line represents the British front before the attack; the light broken line the eastern limit of the British advance, and the heavy broken line the position after the German counter-offensive)

the Germans, and win a victory unequalled in trench warfare. In four days they wrested from the Germans a dozen villages and more ground than they had taken in four months at the Somme or in six about Ypres.

But after nearly a week of delay, during which time the British strained all their energies to make good their position in the Broulon Woods and on the ground commanding Cambrai, the Germans suddenly launched their counter attack, the most successful operation since the days of the gas attack in Second Ypres. Attacking the British not along the new front, but at the point where their new lines joined their old near the Scheldt, they penetrated the whole British line, almost without opposition, swept far behind the British front, assailing American engineers at work well back of the old front, and in a few hours captured 11,000 prisoners and about 150 guns.

A more amazing reversal of fortune never took place in war. While London was celebrating Byng's victory as it had celebrated no victory in the war, Byng's army had been surprised as completely as it had surprised the Germans a week before and in a few hours was compelled to give up more than half the ground it had seized, including all the more important positions about and in the Broulon Woods and also some of the ground occupied before the attack. In a few hours London joy was changed to grief and chagrin, and criticism was heard of a sort that was familiar after the British failure at Loos two years ago.

And between Loos and Cambrai there were obvious points of resemblance. At Loos the British victory was for a moment complete, certain Scottish troops seized Hill No. 70 as British troops seized the Broulon Woods before Cambrai. But they were not supported; the Germans, who had begun to evacuate Lens, as they recently began to draw out of Cambrai returned to their work, and it was not until the summer of 1916 that British troops again reached the crest of Hill No. 70, while Lens is still in German hands. But a failure in 1915 was far more explicable and even pardonable than a failure in 1917, and to the present hour the real truth about the failure at Cambrai remains hidden.

Yet one is bound to recognize that a considerable factor in the German success was the appearance of German reserves in numbers unequalled either at the Somme or in Flanders. The effect of the Russian collapse was thus felt for the first time in the west as it had already been felt in Italy. After Messines, after Arras, the Germans were unable to gather the troops for such a counterthrust as they made successfully at Cambrai. On the other hand, no one can disguise the extent to which the British staff broke down. Conceivably, probably, the success at the outset passed all legitimate expectation, and the opportunity was as far beyond the resources of Byng to grasp as was that at Neuve Chapelle beyond the slender resources of French in February, 1915.

A year ago, when Pétain made his great offensive before Verdun, he too, achieved immediate and unexpected success. German lines before him disappeared, and his patrols wandered for hours over ground far in advance of the objectives fixed for his troops. But when the patrols had completed their work of destruction they were withdrawn, the French commander did not risk the counterstroke, since his effectives were too small to occupy all the ground at his mercy. As a consequence Pétain kept all the gains both in guns and prisoners, and held all the ground he had set out to capture, while Byng lost the best of the ground and more prisoners and guns than any British army has ever surrendered in Europe. Actually the British remained in possession of considerable conquered ground and the number of prisoners and guns taken was about equal on both sides; but this does not serve to disguise the fact that what had been celebrated as a victory proved in the end only a disappointment.



The discussion which has followed the failure has brought with it inevitable suggestions that Field Marshal Sir Douglas Haig may follow French into retirement. French had to go after Loos, Haig may have to go after Cambrai. At all events there has been growing criticism of the British Commander-in-Chief, which is due in the main, probably to the fact that he has not succeeded in doing what may have been so far impossible. This criticism was heard after the Somme last year and before the German retreat of the Spring; it died down after Arras and Messines; but it has been revived lately. If Haig should go, which remains doubtful, the choice will probably be between Horne, Plumer and Gough, all of whom, save Plumer, command armies on the western front. Plumer, who commanded at Messines, is now directing the British contingent in Italy.

It is probably true that since Neuve Chapelle the Germans have never found themselves in so dangerous a position as during the onrush of the British in the opening phase of Cambrai. So far the incident is a basis for hope, but on the other hand, the ability of the Germans to react and the extent of their counter attack suggest that we are entering upon a new phase on the western front, and that the period of passive resistance, of "elastic" but relatively unreacting defense is passed, even if we do not see a real German offensive. Moreover, the German success was tremendous, and a needed contribution to the morale of German troops long shaken by uninterrupted retirements and local defeats. It is common testimony that in this battle the Germans fought better than at any time since the opening days of the Somme, when they still regarded themselves as invincible.

## VI. JERUSALEM AND ITALY

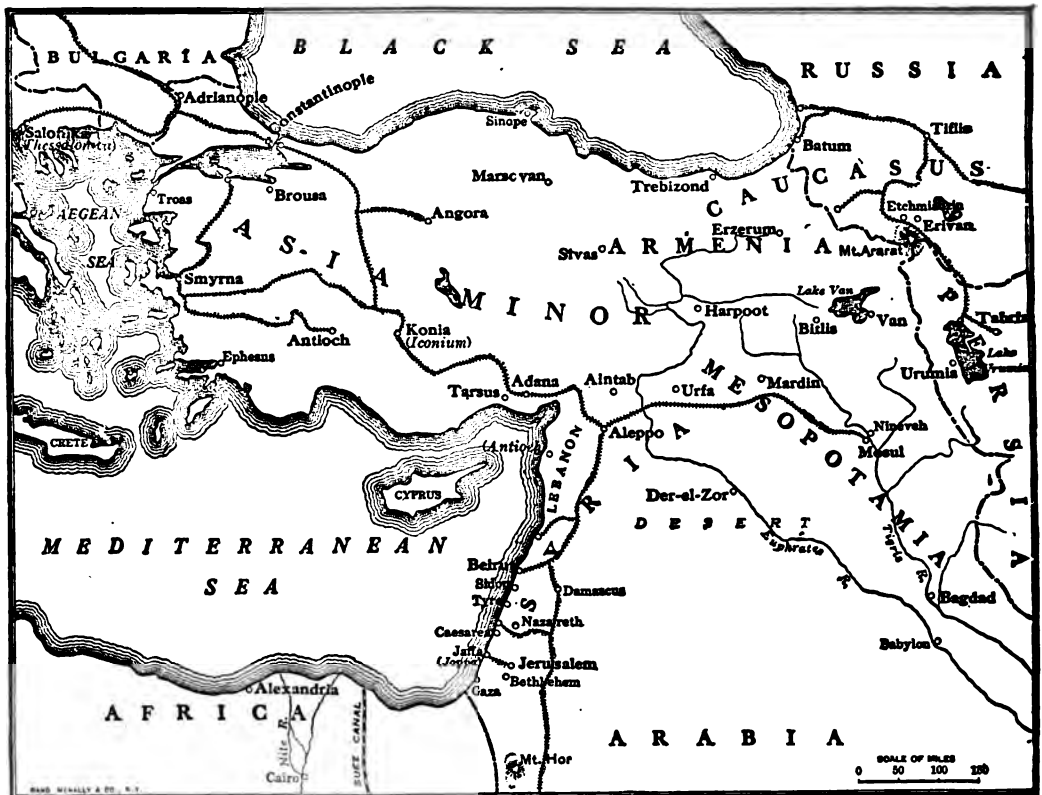
It remains now briefly to record the capture of Jerusalem by the British under General Allenby, and the progress of Italian defense along the Piave. For the world the fall of Jerusalem was an event of great sentimental importance, even though it was practically without military meaning. The rescue of the city from Moslem hands was celebrated alike by Jew and Christian, and for the Jews it was accepted as the guarantee of the erection of a Jewish state under British protection, which would renew the great Hebrew tradition.

On the military side the British success was important only as the campaign is designed to draw away from the Turkish army now preparing for a thrust at Bagdad certain divisions and squadrons for the defense of the Holy Land and Syria. Under the command of Falkenhayn a Turkish army has been preparing for months to retake Bagdad. A threat to Syria and an immediate menace to the Mecca railroad might conceivably lead the Turks to insist upon detaching troops from the Bagdad army for use against Allenby in defending their threatened dominions.

At all events the British are compelled to keep troops in the Near East to defend Egypt, and a defense of Egypt would be as easy in Palestine as at the bank of the Suez Canal, while the moral effect of depriving the Turk of Jerusalem, as he has already been deprived of Bagdad by the British and of Mecca by the Arabs, must be considerable. It would be a mistake to regard the Bagdad or Jerusalem operations as anything but "sideshows." One is designed to protect Egypt, the other India. Both have seized Turkish lands which may never return to the Sultan, and the result of both campaigns may be the liberation of all the Arab world from the Osmanli yoke. Syria may become a French protectorate, Palestine and Mesopotamia British protectorates, but these are considerations for the future. For the present they are but details in a world war, new evidences of the fashion in which Britain is reviving her traditions of other centuries.

Turning now to the Italian theater, the situation remained on December 16 about what it was a month before. Along the Piave the Austrians have made absolutely no progress and the Italian line holds firmly and for the most part unchallenged, while British and French troops are now in line. On the north, between the Piave and the Brenta and between the Brenta and the Asicco the Germans and Austrians have made material gains, but they have not yet reached a point which imperils the whole Italian position, and after weeks of delay the snow has begun to fall in the mountains, and if it continues for a brief time, the campaign will terminate for the season with the Italians still in possession of Venice and the line of the Piave.

Before these lines reach the reader the decision may have been had, but, if the Italian line holds at that time, it is probable



THE SCENE OF ASIATIC OPERATIONS, IN WHICH THE BRITISH CAPTURE OF JERUSALEM WAS AN INCIDENT

that it will endure right through the winter, and Italy will have time to recover from her great disaster and get ready for a new effort next Spring. It is clear that the Italian army has rallied under the peril of new attack, and that the spirit of the nation has, for the moment at least, risen to something of the French level in the Verdun battle. But the loss of guns and material has been very great indeed, to say nothing of the loss of men, and it would be a mistake to believe that Italy, having escaped, will be ready to resume the offensive successfully next Spring. This is unlikely. Italy has suffered a very great defeat, the effects of which are likely to endure through next year if not for the rest of the war.

Nor can one overlook the domestic perils. Italy was defeated because the loyalty of many of her troops was shaken, some by Clerical intrigue, some by Socialistic and anarchistic propaganda. The economic situation of Italy is exceedingly bad and unlikely to be greatly improved for the present. The war is unpopular and the most prominent Italian politician, Giolitti, opposed it,

and is believed to be secretly in favor of making a separate peace, as Caillaux is charged with advocating a separate peace for France. One must not close his eyes to the many German influences in Italy, or to the domestic dangers which will remain to be mastered, even if the Germans are held at the Piave and Venice is saved to Italy and the world.

For many months the Allies must watch the situation in Italy with anxiety, bearing in mind the Russian events. Domestic conditions in Italy are better than they were in Russia, and there is far more sense of race and nationality, but Italy is not France or Britain, and she has not their tradition of national unity. If she endures the present storm she will have given final proof of her national solidarity, but although Italian conditions are improving, we are not yet on solid ground, and it is possible that the Austro-Germans may yet reach the Adige and take Venice before the snows in the Dolomites end the campaign for the last hills between the new invaders and the Italian Plain.

## VII. THE POINT OF VIEW

As I close this article I am aware that it may seem to many of my readers unduly and unnecessarily pessimistic. Yet it does not seem to me that there is sound basis for real pessimism as to the final outcome of the struggle. Ever since the Marne and Verdun I have believed that the war could have but one ending, and that, the defeat of every German purpose which threatened the liberty and safety of the world. To-day I feel more certain than ever of this. At the Marne, at Verdun, and in the period when Russian collapse was coming on and the United States was still neutral, there was reason for doubt and pessimism. But not now.

A great deal of unnecessary pain is caused because of the tendency of people to attach to every stray and passing incident a value which it does not have and to be depressed or elated by the news of each day. Now, the fact is that the news of days really makes little real difference in a war like the present one in which the whole strength of many nations is engaged. The war may be won by some sudden collapse on the battlefield, or some sudden desertion in the Allied camp, but looking back upon the past, it is clear that in similar wars, the final victory has come to numbers and wealth; and the nation which sought to gain world supremacy, while its preparations were superior and despite its inferior ultimate resources, has invariably failed and fallen.

The wars of Louis XIV, of Napoleon, and our own Civil War have the same underlying lesson. Nations which lost Austerlitz, Jena, Wagram, Friedland, whose capitals were again and again occupied by Napoleon, could find the courage to go on with the struggle for liberty, and all Germany's successes have given her no such advantage over France as Napoleon won in his wars with Prussia, Austria or Russia. On the other hand, it was ten years before the foes of Napoleon learned the lesson of mutual co-operation; and while they were learning that lesson, the French people tired of the bloody sacrifice which attended every victory and never brought peace.

Last summer it was plain that the German people were weary; and there were to be heard voices whose utterances suggested that the end was not far away. Russian collapse has interrupted this peace agitation in Berlin, and Italian defeat has enabled

the military party to get new license. As a consequence we must expect two more campaigns, one of defense while the United States is getting ready, and one of offense when we are ready. But our Allies are better able to defend themselves now than in 1914 or in 1916, and Germany is far weaker than when she invaded Belgium or assailed Verdun.

War is like a slow disease, but slow as has been the progress of the world patient, there have been no desperate moments in 1917 to compare with those of 1916, and the outlook for the new year is only gloomy because of the pain and agony, the sacrifice and suffering which all must see are inevitable. We see our own sufferings and those of our Allies, but we know that the German's sufferings must be far greater because of the conditions under which he lives. Europe could not conquer Louis XIV, but at the end of the War of Spanish Succession Louis had been cured of his great ambition to rule Europe, and France sank back exhausted from her sacrifices doomed to the terrible scourge of the Revolution.

The object of this war is to destroy the German belief that his people are a superior people to whom it is permitted to break every law and violate every convention of humanity and decency in the effort to dominate mankind. Peace with the German, while he holds to this doctrine, is impossible on any terms, because no agreement would outlast his return to strength. And as this German view was a national view, it can only be abolished when the whole nation have been brought to surrender it. Lincoln in our Civil War saw that there could be but one ending; that compromise was impossible with those who were determined to disrupt the nation and who made their main demand secession.

In this war we have passed the Antietam and the Gettysburg; we have escaped the greatest peril; and it is now merely a question of time until by suffering, if not by conquest, the German people are driven to abandon that portion of their doctrine which threatens the safety of all nations. Week by week and month by month the casualty lists are the most potent influence. Germany is bleeding to death, her sons are falling to British, French and Italian guns; they fell to Russian and they will presently fall to American. Her enemies are dividing their losses; she cannot divide hers. Last

year the French lost 300,000 in their conflicts with the Germans; the British, perhaps 800,000; but the Germans lost not less than a million and probably a million and a quarter. In 1916 he lost 700,000 against the French, an equal number against the British, and 350,000 against the Russians and his other foes. In the same year the British and French losses were perhaps 750,000 apiece. In two years Germany has lost 3,000,000 men in battle; France a little more than a million; the British a million and a half. But Germany cannot continue to lose at this rate against these enemies, and in 1919 she will have to pay tribute to the United States also.

To win by attrition is a long road, but it is a sure road. More than this, it insures that after the war the Germans will find them-

selves handicapped for a generation at least, by the destruction of their male population. As compared with her great industrial rivals, the United States and Britain, Germany will be crippled for an indefinite time. She is using up her future now. And so her local victories, like the far more considerable victories of Napoleon, can be endured with equanimity, so long as the will to fight of the Allies remains unshaken. We might have lost the war at the Marne, or at Verdun. Germany might have won, had Russia gone and the United States remained neutral, but Germany cannot win now unless the German really is a super-man, and the American, the Briton, and the Frenchman, inferior and decadent people. And if this were true the Germans would deserve to win.



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HAIFA AND THE BAY OF AKKA EAST FROM MOUNT CARMEL



Photo by Harris & Ewing, Washington

THE CITY OF JAFFA, THE ANCIENT PORT FROM WHICH THE BRITISH ADVANCED ON JERUSALEM

SCENES ON THE COAST OF PALESTINE, FROM WHICH THE BRITISH ADVANCE ON JERUSALEM WAS MADE



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THE CITY OF JERUSALEM SEEN FROM THE SLOPE OF MOUNT CALVARY

# JERUSALEM REDEEMED

THE ANCIENT HOLY CITY AND ITS PLACE IN HISTORY

BY JOHN P. PETERS, PH.D., D.D.

[Dr. John P. Peters, who is an eminent citizen of New York, is of world-wide fame as an Oriental scholar, and as a traveler and explorer. For a period of years he conducted archaeological research as head of an expedition to Babylonia. He has written on many subjects, but is especially known as an authority upon the history of Bible lands and the conditions of Palestine and Mesopotamia.—THE EDITOR.]

**W**ITH the capture of Jerusalem the last of the great Moslem holy cities has passed out of the hands of the Turks, and the Sultan's caliphate lost the last shred of its sanctity. First Mecca revolted, then the occupation of Arabistan by the British put in their hands Nejef, where Ali is buried, a shrine second only to Mecca in the belief of the Shiite Moslems, and, indeed, sometimes even first, with the neighboring Kerbela, shrine of the martyred Hosein, Bagdad, in whose suburb of Kazemain are the tomb mosques, surmounted by wonderful golden domes, of the seventh and ninth successors of Ali, always included in the pilgrimages of pious Shiites, and Samarra.

These cities are sacred only to Islam, and their sanctity is connected with events in the

early history of that faith. Jerusalem was sacred to Jews and Christians long before its conquest by the Moslems. The latter merely took over its sanctity when it surrendered to Omar in the fifth year after the death of Mohammed, 637 A.D.; and from that time onward the city has been known to them as El-Kuds, the Holy. The site of the ancient temple of the Jews was at once appropriated by Omar as a sacred site, the Haram, set apart, forbidden to any but the pious, for orthodox Moslems the most holy place in the world after Mecca. Half a century later the then Caliph, Abd-el Melek, built over the knob of rock called the Sakhra, where once stood the great altar of the Jewish Temple, the beautiful and famous Dome of the Rock, often erroneously

called the Mosque of Omar, purposing to make this spot the center of sanctity of Islam, and to substitute for the circumambulation of the Kaaba at Mecca that of the Sakhra at Jerusalem, following out Mohammed's own original idea. So for a time Jerusalem and Mecca were rivals for the chief place in the religion of Mohammed. While it ultimately lost in this rivalry, and failed to become the chief city of Moslem pilgrimage, Jerusalem continued to be "the Holy," and the Haram, and especially the Dome of the Rock, have always been jealously guarded against the intrusion of *giaours* or unbelievers; and yet with the belief that some day the Christians were coming back to take it from them. Accordingly they walled up the so-called Golden Gate, the great eastern entrance, to prevent the Christian conquerors from coming in. And now at last that which they so long expected has come to pass. The Christians have rescued the Holy Place and the Holy City from their hands.

#### EARLY STORY

The name Holy Land which we apply to Palestine is a reflection of the sanctity of Jerusalem. Jerusalem is one of the most ancient cities of the world in continuous occupation. Jewish story, as reflected in the Book of Genesis, ascribes to it and its king, Melchizedek, a peculiar sanctity in the time of Abraham, 2000 B.C., or thereabouts, when Palestine was under Babylonian suzerainty. Three or four hundred years later Palestine passed under the control of Egypt, and Jerusalem became tributary to the Pharaoh. Then Egyptian power began to wane, and about 1400 B.C. we find the King of Jerusalem, Abd-Khiba, writing letters to his Egyptian suzerain, in the form of clay tablets in the Babylonian script and language, telling of the distress of the city because of the inroads of hordes of Asiatic invaders; while letters from Egyptian officials in other parts of Palestine accuse this same Abd-Khiba of treachery.

But our Jerusalem, the Jerusalem of the Jew and the Christian, begins with its conquest from the Jebusites by David, 1000 B.C. He brought up the Ark, the sacred symbol of Israel, reclaimed from the Philistines, and lodged it in Jerusalem, and over and about this his son Solomon built the Temple. David made Jerusalem the capital of a really great kingdom, forever after the ideal of Israelite aspiration; and in the years of pettiness which followed the greatness and mag-

nificence of David and his son grew up that hope and expectation of David and his kingdom restored, out of which developed the belief in a Messiah, or Christ, and a kingdom of God, from which Christianity evolved, and which has been through all the ages of persecution and misery the inspiration and the life of orthodox Judaism. In the centuries that followed David and Solomon Jerusalem was of no great importance, because of the weakness of Judah. Once the Egyptians sacked it, once the Samaritan Israelites took it and tore down its walls. Gradually, however, it gathered strength physically and spiritually, until after the capture and destruction of Samaria, in 721 B.C., it became politically and religiously the capital of Israel. Commanding the road between Asia on the north and Egypt on the south, it sought to maintain its independence from the Asiatic great powers by calling in the aid of Egypt. Egypt, on its part, sought to use Jerusalem as a bulwark and an outpost to protect its frontier from invasion by the great powers of Asia; and hence always encouraged it with aid against those powers.

One of the famous episodes of the history of Jerusalem is its resistance under such circumstances to the Assyrian king, Sennacherib, in 701 B.C. He overran Judæa, but could not capture the stronghold of Jerusalem, with the Egyptians continually threatening him from the south. He could not invade Egypt with an uncaptured Jerusalem threatening his line of communication. Then came a pestilence which destroyed his host and drove him crippled home, and the Jews believed that Yahaweh (*Jehovah*), their God, had intervened to protect His holy city, and Jerusalem acquired new sanctity. The Book of the Prophet Isaiah is alive with the story of that time, and, indeed, Isaiah was the moving spirit in inspiring King Hezekiah to defend the city against the overwhelming power of the all-conquering Assyrians, proclaiming its inviolability as the city of the great King.

#### THE CAPTIVITY

When a century later Babylon succeeded Assyria as the Asiatic great power, the same drama was enacted with a different conclusion. Egypt was defeated and Jerusalem besieged and subdued, its king deposed and deported with the leaders of the people, and another set up in his place. Believing in the ultimate inviolability of the sacred place and inspired by their prophets to believe in a new





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VIEW OF JERUSALEM WITH THE FAMOUS "DOME OF THE ROCK", SOMETIMES ERRONEOUSLY CALLED THE MOSQUE OF OMAR, IN THE CENTRAL FOREGROUND

intervention by their God, the Jews revolted. After a desperate resistance Jerusalem was captured and utterly destroyed by Nebuchadrezzar in 587 B.C., to remove the menace of its strength. Jeremiah was the great prophet and historian of that catastrophe, as Isaiah had been of the triumph of the previous time. He alone, against all the prophets, had counseled surrender, and predicted destruction. But he had also promised the restoration of city and kingdom later, if the Jews would repent and mend their ways, and so through all the long years of their captivity a group of faithful Jews cherished the hope of restoration of city and Temple, of religion and kingdom.

It is a pathetic story, embedded in Lamentations and Psalms, in prophesies and law-books, of the long wait for the restoration of the Jewish Temple and the Jewish faith, and the failure of the vast majority to return when at last the opportunity was given. That opportunity came when in 538 B.C. Cyrus, the Persian, conquered Babylon. The Jews were allowed to return, if they would, to their desolated city and country and to rebuild their temple, but not to fortify

Jerusalem. Very few straggled back, the flesh pots of Babylon seeming to the greater part more to be desired. A faithful few rebuilt the Temple, but the wealth, the culture and the learning of Judaism remained in Babylonia. Wealthy and prosperous there, the Jews studied their ancient literature, their history and laws, and wrote new histories and new law-books. They helped with their gifts to build the Temple at Jerusalem; they contributed toward the support of the poor Jews that struggled for existence there. Once in their lives, perhaps, they made a pilgrimage to Jerusalem, and always they lamented their exile and the sad fate which prevented them from returning to the Holy Land. For all their theoretical belief in the sanctity of Jerusalem, these Jews, who counted themselves a religious aristocracy and looked down from the level of their greater wealth and higher intellectuality on the Jews that returned to settle in Jerusalem, preferred to remain in Babylonia, compelled by no other compulsion than their own will, but still self-pityingly calling themselves for many centuries the *Captivity*.



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## THE DAMASCUS GATE OF JERUSALEM

(This is the best preserved section of the old wall of Jerusalem and leads to the most direct road to Damascus)

## THE NEW TEMPLE

Twenty years after the return under Cyrus the new Temple was completed on the site of the old Temple, though far inferior in size and splendor; but Jerusalem was but a petty town, poor and miserable, squatting among the ruins of the ancient city. Then in 444 B.C., almost a century after Cyrus had set the exiles free, a Jewish eunuch, Nehemiah, favorite of the Persian King, Artaxerxes I, hearing from returning pilgrims the pitiable story of conditions in Jerusalem, was fired with Zionist zeal, and obtained from his master permission to return to Jerusalem and to rebuild the city and its walls; for as Persia now held both Asia and Egypt a fortified Jerusalem could no longer constitute a menace on the border. Nehemiah gives in his book a most naïve description of the difficulties which he encountered, the obstacles of official red tape, the jealousy and greed of the neighboring petty peoples and tribes. He succeeded in his enterprise, and one result of his success was that about sixty years later Ezra brought a body of learned priests and lawyers from Babylon with the Law. The new religion of Judaism was established, and the Temple became as never before the sole center of Jewish worship and the embodiment of the Jewish faith, the one sacred place to every Jew where God was to be found as in no other place whatever.

Politically Jerusalem remained through

these years tributary to Persia under a Persian governor, but in religion it enjoyed practical freedom. When Alexander the Great came, in 333 B. C., it opened its doors and welcomed him as one who would lift the Persian yoke from its shoulders. Under his successors, however, as a result of its strategic position and its military strength, it had a sorry experience which interfered sadly with the development of its religious life and with its liberty. It became the football of Seleucidans and Ptolemies, of Syria and Egypt, changing hands repeatedly, for it was the bulwark of Asia against Egypt and the bulwark of

Egypt against Asia, and the door by which either might enter and invade the other. At last in 168 B.C. that mad genius Antiochus Epiphanes, undertook to make Jerusalem, like every other part of his dominion, Greco-Syrian in religion and in culture. He diverted the Temple to the worship of Zeus, and by persecuting their faith aroused the religious fervor of the Jews, which had seemed about to die, and their national spirit at the same time. So came that great patriotic religious revival under the Maccabean brothers, which restored the independence of the nation, and rekindled and developed into new form the old hope of a restoration of David's Kingdom and the triumph of Jewry over the world.

## THE GREAT DESTRUCTION

A brief period of brilliant growth was followed by a century of turbulence, for the Jews, their independence achieved, soon divided into sects and parties, warring with one another and calling in foreign aid, which finally resulted in the capture of Jerusalem by Pompey and its subjection to Rome. As a Roman tributary the hated Edomite, King Herod, ruled the Jews with a strong hand, but he enlarged the state and rebuilt the Temple with such magnificence that it ranked as one of the wonders of the world, where at the great festivals Jews of the dispersion from all lands gathered in numbers unheard of in former days. Herod's strong

hand removed, however, turbulence and partisan strife broke out afresh, basing on a fanatical faith which culminated in the great rebellion with its unspeakable horrors, Jew fighting Jew, while the Romans slowly conquered the land and at last appeared before Jerusalem. The wonderful strength of Jerusalem as a fortress, together with the fanatical courage of the Jews, enabled it to withstand Titus's army for four months, in spite of the mad partisan strife within its walls. Finally, in the summer of 70 A.D., Temple and city were captured and utterly destroyed, vast numbers of its defenders were massacred and others graced Titus's triumphal entrance into Rome, and fought wild beasts in the Roman arena. Before the siege the Christian Jews withdrew to Pella, and thus escaped the punishment meted to their compatriots. They seem to have been permitted to return to the ruins of Jerusalem, from which the Jews were excluded. The latter remained turbulent, full of that wonderful, fanatical faith which inspired the nation at this period, and which no punishment however terrible sufficed to suppress. Finally, provoked at their obstinacy, the Emperor Hadrian determined to put an end to Judaism. He prohibited circumcision, made Jerusalem a Roman colony under the name of *Ælia Capitolina*, and set up the worship of Jupiter and Venus on the site of the ancient Temple. Then followed that last mad revolt of the Jews under Bar Cocheba ending, in 135 A.D., in the awful blood bath



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THE TOWER OF DAVID, ONE OF THE PICTURESQUE LANDMARKS OF JERUSALEM

at Bittir, now a station on the railroad from Joppa to Jerusalem, after which the Jews were absolutely forbidden to enter the Holy City. At the same time the line of Jewish-Christian bishops came to an end, and the separation between Judaism and Christianity was definitely achieved.

Still the Jews looked with longing love to the Holy City, and pathetic accounts have come down to us of the miserable groups which would gather to bewail the city from afar, or pay a bribe and risk their lives to enter and weep over its stones. From that day to this the lamentation of the Jews over the fallen and desecrated Temple has continued, and there was ultimately allotted to them a wailing place on the western side of the Temple, where, beating their heads against the great foundation stones, they have been wont to sing their dirges and weep over Jerusalem and its fallen Temple unto this day.

#### THE CHRISTIAN CITY

From the rebuilding of the city after its destruction by Titus onward to the time of Constantine, a



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VIEW OF JERUSALEM FROM THE GERMAN CHURCH, LOOKING TOWARDS THE MOUNT OF OLIVES

period of over two centuries, Jerusalem remained in heathen hands, but in the latter part of that period Christians abounded there. When with Constantine's accession to the throne the Roman Empire became officially Christian they developed an immense activity in the discovery of ancient sites, and Christian churches and shrines were multiplied. To the Christian from this time onward the newly discovered sepulchre of Jesus, and the hill of His Crucifixion, became the most sacred spot in all the world, the especial goal of pilgrimages. Constantine also gave the Jews the freedom of Jerusalem, in spite of which they attempted a new rebellion. Julian the Apostate favored them against the Christians, and encouraged them to rebuild the Temple, which they began but never finished. Later the Temple site passed into the hands of the Christians, and the Emperor Justinian built a great church there.

At this time along with the pilgrimages developed the practise of burial at Jerusalem in the hope of a surer and speedier entry into Paradise. Already before the time of Hadrian Jews and Christians had commenced the practise of gathering the remains of the "Lovers of Zion" and bringing them to be buried about the Holy City. This practise now received a mighty impetus. It continued among Christians until after the Crusades, and is still practised by Jews and Moslems, so that to-day Jerusalem is surrounded by tombs and graves of the past and of the present in every sort and variety. The Mount of Olives has scarcely a place left for an olive tree to grow, and the steep slope from the city walls to the valley of the Kidron is one bank of tombstones.

#### ISLAM AND THE CRUSADES

For almost three hundred years Jerusalem remained Christian. Then the Sassanian Persians overran Syria, capturing Jerusalem in 614 A.D., where they wrought a horrible destruction. Eight years later it was reconquered by the Emperor Heraclius, only to surrender in 637, after a four months' siege, to the Moslem caliph, Omar, the successor of Mohammed. He treated the conquered Christians with great moderation, only turning the ancient Temple into a Moslem sanctuary, and leaving the Holy Sepulchre and the other churches in the hands of the Christians. Indeed all the Arab caliphs were very tolerant to Christians and Jews alike. Christian worship and Christian pilgrimages were permitted; Christians and

Jews multiplied, and, except that the site of the Temple was a Moslem sanctuary, both seem to have had little to complain of for over three hundred years. Arab writers of this period even complain that so great favor was shown to the Christians and Jews that scarce a Moslem was to be seen at prayers, and the city had come to be inhabited almost entirely by unbelievers in the Mohammedan faith.

With the decay and disintegration of the Bagdad caliphate and the domination of Turkish clans, ending in the capture and pillage of Jerusalem by the Seljuk Turks, in 1077 A. D., all this was changed. The Turks were fanatical and barbarous. They hampered pilgrimages, maltreated pilgrims, desecrated shrines, danced on the altars of the churches, and insulted and abused the Patriarch. It was such things as this, told with the fiery zeal of Peter the Hermit, which aroused western Christendom to undertake a Crusade for the recovery of the Holy Sepulchre from the hands of the infidels. In 1099 the Crusaders captured Jerusalem, cruelly massacring the Moslems and the Jews whom they found in the city, and for ninety-eight years it remained a Latin kingdom, a period which left its impress on the land, like the earlier Christian rule, in many buildings. During this period Jerusalem was the sacred city of Christians only, Moslem and Jew being alike excluded, and the Temple site itself was re-consecrated to Christian worship under the control of the Templars.

In 1187 the city was conquered by the Kurdish Saladin, Sultan of Egypt, most chivalrous and courteous of foes, who treated its Christian defenders with a generosity in strange contrast with their own conduct under similar conditions. From this date until 1517 Jerusalem remained in the hands of the Egyptians, except for one brief episode. In 1229 Saladin's nephew, Melek-el Kamil, then sultan of Egypt, ceded the city to his friend, Frederick II, emperor of Germany, on condition that he should not fortify it; and thus the city which had cost the lives of so many crusaders, passed peacefully into the hands of the Christians. After ten years, however, the condition of the gift was violated, and, the Christians beginning to rebuild the walls, David, Emir of Kerak, the old capital of Moab, intervened and seized the city, holding it for four years. Then it fell to the Christians again, to be captured and barbarously pillaged by the Kharezmian



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**TURKISH SOLDIERS GUARDING THE CHURCH OF THE HOLY SEPULCHRE, THE SUPPOSED SITE OF CHRIST'S TOMB**

Turks in the following year; after which it was returned to the Egyptian sultan, to be held by him for 273 years.

It is curious to note that while the Crusaders' invasion of Palestine was in part due to the indignities offered to their brethren of the Eastern Church, when they left, the Eastern Church and its Emperor were rather on the side of the infidels against their Western co-religionists, because of the greater tolerance shown them by the former. It is further curious to note that Frederick II, who restored the Latin kingdom in 1229, was banned by the Pope.

In 1517 the Turkish Sultan, Suleiman the Magnificent, conquered Jerusalem from the Egyptians, or rather conquered both Jerusalem and Egypt, and from that day until the present time the Asiatic power has dominated Palestine and owned Jerusalem, with the exception of a brief interval, 1831-1840, when it was under the control of Ali-Pasha of Egypt, to its own great benefit; for the Turks, Seljuk, Kharezmian or Ottoman, have been the worst masters the Holy Land has known. It is perhaps worthy of mention that Ali and the Egyptians were driven out by the silly and immoral concert of Europe of which England was then a part.

#### HISTORICAL SUMMARY

Such is the religious-political history of Jerusalem. As a religious center it has been in the hands of the Jews about 1070 years of its total known existence of almost 4000 years; in the hands of the Christians about 417 years (this is the period which has especially left its impress on the land in architectural and cultural remains); in the hands of the Romans 255 years, and of the Moslems 1147 years; not counting the 1000 years of its earlier history before its conquest by David. During a relatively small portion of this long period has Jerusalem been independent, and always, on account of its strategic position, it has tended to be a bone of contention between the Asiatic great powers and Egypt, being, however, oftener in the possession of the former than of the latter.

#### THE SITE

What is the cause of its great political and religious importance? The two are closely connected with one another. As has been said, Judaea dominated the road connecting Egypt with Asia. Judaea itself is a rugged mountain mass of limestone; at its highest point almost 3000 feet above sea level. Between it and the Mediterranean stretches

a fertile plain, twenty miles in breadth. This plain was the natural road connecting Egypt with Syria and all Asia beyond. While the Judæan highland was not in itself an attractive or promising land, it formed a natural fortress from which to attack this road. On the other side of the Judæan highland lies the mighty gorge of the lower Jordan and the Dead Sea, four thousand feet beneath the summit of the mountain, with a descent in many places almost precipitous and in all extremely difficult. Beyond this rises again the plateau of Moab, through which lies another road to Arabia and to Egypt, whenever that plateau is in the hands of a settled population and not of Arab nomads. But even this uncertain road is always threatened by a hostile power holding Judæa.

The natural fortress of Judæa was Jerusalem. From a plateau about 2400 feet above sea level a couple of promontories jut out, surrounded, except for the point at which they join the plateau northward, by deep gorges, and hence constituting in ancient times a most favorable and easily defensible site for a fortress. On the eastern side of the eastern two promontories, and smaller of these which constituted the original Jerusalem, and on which stood the Temple, was the one spring of that region which never went dry. While this lay without the wall of the original city, it was easy to seal it against an enemy; and at a very early period a tunnel was conducted from this spring into the rock beneath the city, with a shaft descending from above, which gave the defenders access to the water of the spring at all times. Later, during the Jewish period, when the city occupied both promontories, this tunnel was carried through the hill to a large pool within the city itself. Thus the original Jerusalem was surrounded, except at a relatively

narrow neck on the north side, by deep and impracticable gorges, needing practically no defense, and was supplied with living water. Invaders could assault the city only from one side, on a fairly narrow front, while a siege was extremely difficult because of the lack of water for the besieging army.

That which gave Jerusalem its strategic and military value constituted also its original claim to sanctity, for in that country a spring of living water is a mark of the presence of God. Jerusalem further possessed in the Sakhra a natural high place, with a cave beneath, which marked it, according to primitive notions, as a place where God manifested Himself. These

were the natural causes which made Jerusalem a sanctuary and a fortress and led David to make it the political and religious capital of Judah, and hence of his kingdom.

But to return to the water supply of Jerusalem and the neighborhood, be it said that while the rainfall at Jerusalem is almost the same as that of London, rain actually falls during only seven months in the year.

From May to October one must live on the stored up winter rain. Now the nature of the rock of the country is such that the rainfall drains off very rapidly, descending deep

below the surface to come out in an underground flow beneath the Philistine plain to the Mediterranean Sea. Wells dug anywhere on the Philistine plain will give abundant water, but there are almost no springs and no streams, but only surface torrents, on the mountain. The winter rain must be collected and preserved in cisterns and reservoirs. So every house in Jerusalem has always collected the rainfall from its roof in cisterns, and the rainfall of the Temple was collected in huge rock-cut reservoirs beneath the surface. At a relatively



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A STREET SCENE IN THE JEWISH QUARTERS



late date a conduit was also constructed, which is still in use, bringing water to the city from Solomon's pool, between Bethlehem and Hebron; but this is of course always liable to be cut by an invading force.

The Judæan plateau extends northward to the ridge of Bethel, twelve miles, and southward ten miles, to Hebron, which is almost an oasis of fertility in a barren land. The neighborhood of Jerusalem itself is sterile and uninviting, and toward the south-east, where alone there is an extensive view over the wilderness of Judæa, it resembles a map of the moon, seamed, rugged, glaring, and utterly without verdure. In every other direction the city is overtopped by higher hills, close on the east, further away to north and west and south, which make the ancient fortress useless as a fortress to-day. From the top of the Mount of Olives one could cover the Haram area with a six-shooter, and every part of Jerusalem with a rifle, and with low range guns the city could be fired down into from the hills to the north and west and south.

While Jerusalem is to-day the center of four well built roads, to Jericho, Joppa, Hebron and Shechem

(roads are rare in that country, the common roads being the tracks made by the feet of mules and donkeys), and the terminus of a tiny railroad from the coast, thirty-four miles away, it is not a natural center of traffic. It lies, it is true, approximately on the natural track north and south on the top of the mountain, but the most practicable passes up and down the mountain east and west debouch not by Jerusalem, but the former by Bethel, the latter by Gibeon, Bethlehem, and Hebron. From the standpoint of commerce as of agriculture, Jerusalem is not the natural site for a city. It is not a center of traffic and it has no port. Joppa is an open roadstead, where landing in bad weather

is impossible, and the whole coast from Egypt to Mt. Carmel is one straight line of sand, with a few rocks here and there, but no bays of any sort. The same is true from the standpoint of industry. There is no water power at or near Jerusalem, and, indeed, with all that has been done the water supply of Jerusalem is adequate according to American ideas for the personal needs of certainly not to exceed 25,000 (by confining its use to drinking and cooking it is actually made to serve a population almost four times as large), there is no coal (it is a mountain climate with cold winters, and the only fuel is dung and charcoal made of brush), and no minerals or industrial materials of any sort are available for manufacturing.

#### THE CAMPAIGN

Why, then, should the British have made such an effort to capture Jerusalem, and why such exultation over its capture? The British were forced to invade Judæa and capture Jerusalem for strategic reasons, to deprive the Turks and Germans of a base from which to attack Egypt. Almost at the commencement of the war, in November, 1914, the Turks marched a great army against Egypt and



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A TYPICAL STREET SCENE IN JERUSALEM  
(The Crescent, the flag of the Moslems, is seen hanging over the street)

succeeded in coming within striking distance of the Suez canal. Again in the following year they renewed their attack. While these attacks were repulsed there was always danger of their renewal, unless the Turks could be driven back across the desert into Palestine; and then, there was danger of new invasions unless they were deprived of a base from which to make them. Now it must be remembered that such attacks, even though repulsed, were a political menace to English control in Egypt and threatened the independence of Arabia, which is of the utmost importance to that control, and to the control of the Suez and Red Sea route to India. The English pos-

sessors of Egypt found themselves in the same position in which the Egyptian Pharaohs and Ptolemies found themselves in times of old.

It seemed best and safest to act on the offensive and occupy the base from which only the Turks could attack, rather than to remain on the defensive along the Suez Canal. But to invade Palestine involved long and costly preparation. It was necessary to build a railroad to transport supplies and to pipe water across the desert as the army advanced, for no water could be obtained short of Beersheba and Gaza. This railroad involved the manufacture and transportation of rails and rolling stock from England and America.

Hence the long delay. The outside world first knew what had been done when news came of fighting at el-Arish, the midway point on the coast line between Egypt and Palestine, and the traditional border between them. Then first we knew that the British were taking the offensive, but it was not until last autumn that reports began to arrive of what was at first indecisive fighting at Gaza and Beersheba. The English were fighting from the desert, the Turks were in their base; hence the difficulty and the long delay in capturing those border towns. But after Beersheba and Gaza fell to the British early in November progress was rapid, especially along the Philistine plain. By the middle of November, Joppa had been captured, the whole plain was in their hands, and they were pressing up the various passes on to the plateau of Judaea. Progress from Beersheba up the steppe and on to the plateau was slower. The transport was longer and more hazardous, and the country between Beersheba and Hebron is waterless, and increasingly difficult and rugged as one approaches Hebron. So the British seem to have gained a foothold on the plateau northwest of Jerusalem, ascending by the old Beth Horon pass, famous especially for the episode of Joshua's victory when the sun stood still, and occupying the hill of Mizpah (Neby Samwil), before they succeeded in securing Hebron.<sup>1</sup> Their foothold on the plateau once firmly established, however, and the efforts of the Turks to dislodge them repulsed, the capture of Jerusalem was inevitable, and so followed in rapid succession the report of the capture of Hebron and Bethlehem, the surrender of Jerusalem, and the storming of Scopus and the Mount of

Olives, north and east of the city itself.

#### THE ADVANTAGE

What is the advantage gained by the British in the possession of Jerusalem? Strategically the same advantage which the possessors of Egypt have always found in the possession of Palestine. That land is a fortress by which to hold the Asiatic invader far away from the Egyptian frontier, and from which to threaten him with attack. True it is not easy of access from Egypt, nevertheless, given a strong, hostile power in Asia, Egypt has always found it necessary to hold Palestine in order to protect itself. Politically and morally the gain is enormous. The conquest of Jerusalem will find its echo not only among the twelve million Jews, orthodox and unorthodox, infidels and believers, who look to Jerusalem as their sacred city and who are rejoicing everywhere in every land in the hope that its reclamation from Turkish misrule and tyranny may mean a Jewish national revival. Jerusalem is a sacred city for many times twelve million Christians, and many times twelve million Moslems. Its conquest by the British will consolidate politically, by its moral influence, the British position in Egypt, enhance Britain's prestige with its Moslem subjects in India, as also that of her allies in Moslem Africa, and it will tend to range all the Arabic-speaking subjects of Turkey on her side. It will have a profound influence on the minds of countless Russian peasants who look to a pilgrimage to Jerusalem with certainly as great a longing as do the most pious Jews, and it may consequently prove helpful in the general attitude of Russia toward the Allies.

It will touch profoundly also the religious sentiment of France and Italy and Spain and Austria, from which Roman Catholic pilgrims in thousands yearly visit Jerusalem as a pious act. The simple people in those countries cannot help but look with a certain favor on the Christian power which has redeemed the Holy City and the sacred sites from the infidel. What part pilgrimages to the Holy Land play in all those countries, those only can realize who have visited Palestine. Enormous sums of money have been invested in hospices and institutions of every sort for the entertainment of pilgrims. Schools, hospitals and religious establishments, Russian, Italian, Spanish, French, Austrian, German, English, Armenian, and even Abyssinian dot the Holy Land, and cluster especially in and about Jerusalem.

<sup>1</sup> The newspaper reports of the campaign have been so fragmentary, the names of places and indications of distances and direction so distorted that it has been extremely difficult to follow the campaign intelligently.

## THE RELIGIOUS PROBLEM

The gathering of religions and of nations at Jerusalem in the times before the war was a wonderful thing to witness. There you saw every division and every race of Christians, and Jews of every sect and country, and of Moslems not a few. The first are chiefly pilgrims, those only being residents who live from the pilgrimages. The latter are the natives of the land, with a few Turkish officials. The Jews are religious colonists. It was as a result of the persecutions in Russia in 1881 that the Jews began to come to Jerusalem in large numbers. At the present time they outnumber all the other elements of the population, and, owing to their influx, Jerusalem has grown very rapidly, more than doubling its population in the last thirty-five years, so that the present city spreads far beyond the old walls, especially to the north and west. The Jews who have come since 1881 are all Ashkenazim, of the Polish rite. The older Jewish inhabitants were of the Sephardim, or Portuguese rite; but besides these there are also Jews from Central Asia, Jews from Arabia, Jews from India, and you will find streets or settlements entirely occupied by one or the other of these. They all live directly or indirectly by religion, and partly on the alms contributed by synagogues all over the world, the so-called *Khaluka*, according to a custom existing already in St. Paul's time.

Jerusalem is a Babel of tongues and a discord of clashing and quarreling religions and sects. As a Holy City it presents most serious problems of government. The Moslem hates and despises the Christian and the Jew, and denies them access to his sanctuary, the ancient Temple. This the Jews claim as theirs, and hold it polluted by the presence of the Moslem within its area. The Christians refuse the Jews admission to their shrines, about the possession of which Greeks and Latins fight and murder one another, when not restrained by Turkish guards. To keep the peace between such discordant religious claims and ideals and to divide religious privileges in a manner satisfactory to all is a Herculean task, and it must be remembered that whatever is done in Jerusalem will touch the heart and brain of three religions. But on this very account the possession of Jerusalem holds in itself great potentialities, moral and social.

It is for this reason that it has been a bone of contention between the great powers

of Europe for the last century and more. France's hegemony in the West was bound up with her position as Protector of the Faith, and that involved her protection of the faith in the Holy Land. Russia was compelled by the religious demands of her own Christian subjects and her political aspirations to Oriental hegemony to maintain the same attitude in Palestine, and to claim holy sites for the Eastern Church. It was finally the conflicting claims in this regard of France and Russia, representing Latin and Eastern Christianity respectively, that led to the Crimean war, which, beginning in a quarrel between Western and Eastern Christians, became finally a struggle of the Western powers to prevent the dismemberment of Turkey by Russia. England was involved, not because of her religious interests in Palestine, for she has practically none, but because of her Indian empire, and her desire to prevent any strong power from controlling her possible line of communication therewith. For that reason also she maintained the decrepit Turkish power against Ali Pasha in 1840, hampered French intervention to prevent the massacre of the Christians of the Lebanon in 1860, and intervened to save Constantinople from the Russians in 1878.

German interest in Palestine is later than that of these other powers, only dating from the last decade of the last century. That interest is due primarily to her plan of expansion, for which the only visible outlet was the Turkish empire. Consequently she has sought on the one hand to strengthen Turkey against Russian aggression, and on the other hand to supplant England as the friend and supporter of the Turk, as the price of which she has demanded and obtained industrial concessions to further her plans of expansion and outlet. These have seemed to the English to threaten their supremacy along the Indian route, which is just what Germany has meant them to do, because of her commercial and colonial competition with England. To bring England to terms she must threaten her Indian supremacy. Hence largely the Bagdad railway, and hence her interest in Palestine. The former was commercial and industrial, the latter religious, because religion is the life of Palestine, and the source of its influence in the world.

Hence the Emperor's visit to Palestine, which left its mark upon Jerusalem in the tearing down of part of the wall to afford an adequate entrance, and outside of Jerusalem in roads for him to travel over. His friend-

ship with the Sultan secured him also religious concessions, for German Protestants a church, for German Catholics coveted holy sites. He has sought to oust England on the one side as the Protestant and France on the other as the Catholic leader in Palestine, and at the same time to play the rôle of friend and protector of the Caliph of Islam, and hence a leader of the Moslems. Strangely enough he has succeeded in an unexpected degree in accomplishing his purpose, and German religious influence in Palestine progressed almost as rapidly in the twenty-five years before the war as its industrial and commercial influence elsewhere in Turkey.

We have spoken of the Jewish invasion of Palestine, which began in 1881. That also has its political side, because of the great financial importance of Jewish capitalists in the capitals of Europe. France and England have been the special benefactors and promo-

ters of Jewish colonization, and England especially in latter years has seemed inclined to consider favorably the idea of Palestine for the Jews, in which she has had a certain moral, but entirely unofficial support from influential sources in America.

What changes in the attitude of the various nations toward Jerusalem and its problems will result from this war with its new alignments and mighty upheaval of all things formerly existing I find it impossible even to conjecture. In conclusion I can only repeat that commercially and industrially the Holy Land has relatively small value; strategically it is important for the protection of Egypt and Arabia, and as a base from which to threaten Turkish empire in all its Arabic speaking provinces, that is the whole country south of the mountains of Asia Minor; but its greatest possibilities are moral and political.



*P. Underwood & Underwood*

THE HEART OF THE CITY OF JERUSALEM AS SEEN FROM THE FAMOUS TOWER OF DAVID AT THE JOPPA GATE—SEE PAGE 51

Seen from this direction that the British forces entered the city. In the background may be seen the Mount of Olives, crowned by a modern Russian tower. Directly in the center is the "Dome of the Rock," the site of the temple; see page 49. Directly back of this is the Garden of Gethsemane. The needle-pointed tower at left belongs to the Church of St. John, the headquarters of the Knights of St. John during the Crusades. On the side of the principal business street in the immediate foreground is the Deutsche Palästina Bank.

# RUSSIA'S TWO REVOLUTIONS

BY CHARLES JOHNSTON

**T**O realize what has happened in Russia, we should remember this: That two antagonistic revolutions started in Russia at exactly the same time, and that they have, since March, 1917, been racing madly to beat each other, first one and then the other getting the upper hand. With the outcome, most of the Russians who think—and we must realize that only a very small proportion of Russians do think or know how to think—are profoundly shocked and disgusted.

Most, but not all. The small but tremendously active class led by Nicolai Lenine, whose real name is said by some to be Ulyanoff, and by others to be Zederblum, and by Trotsky, who formerly called himself Braunstein, is wildly elated over what has happened, and counts it as only a beginning, not for Russia only, but for the whole world. For we shall be wise to get it into our minds at the outset that the Lenine-Trotsky Bolsheviks, like the German Kaiser, aim at world domination.

The Bolsheviks are the lineal successors of the older Nihilist and Terrorist groups, who advocated and practised assassination. Their motto, "The Triumph of creation is destruction," is fully accepted by the Bolsheviks, who plan to tear down and destroy all the existing "robber governments," including our own. The Bolsheviks are, therefore, the older of the two Russian revolutionary movements.

## REFORM PROGRAM OF THE DUMA LEADERS

After many violent outbreaks, none of which succeeded, these apostles of violence found their opportunity last spring, when the Russian Constitutional Revolution—the "official" revolution, one may call it—dislocated the government of the Czar. This official revolution was put in motion as a protest against the inefficiency of some of the Czar's ministers and the treachery of others, like Stuermer and Protopopoff, and also against the pro-German court of the Russian Emperor. Its leaders were men like Rodzianko, Milyukoff, and Gutchkoff, of the Duma, and the great Zemstvo leaders like Prince Lvoff.

They had a definite plan, which has completely failed at every point. They wished to transform the government of Russia into a constitutional monarchy, like that of England, in which the ministers, hitherto appointed by, and responsible to, the Emperor, should become responsible to, and probably be drawn from, the Duma. But the Czar persistently refused to choose ministers acceptable to the Duma and responsible to the Duma, though he did, under pressure from the Duma, dismiss from office the pro-German Stuermer.

The Duma leaders next planned a constitutional monarchy with the Czarevitch Alexis as monarch; and, finally, when Nicholas II refused to be separated from his son, their choice fell on the Czar's brother, the Grand Duke Michael. But he was unwilling to accept the responsibility before the nation, through a Constituent Assembly, had expressed its consent.

## THE "OFFICIAL" REVOLUTION AS PLANNED

So the Duma leaders, having seen their first three plans fail, fell back upon a fourth, which was really forced upon them by the decision of the Czar's brother, the Grand Duke Michael: They agreed to summon a Constituent Assembly, the primary purpose of which was to pronounce upon the candidacy of the Grand Duke Michael. And in the meantime they planned to carry on the administration of Russia and of the war themselves, calling themselves for this purpose a "Provisional Government," or, to translate the Russian term literally, a "Temporary Government." So we had, in the second half of March, the announcement of a Temporary Government with Prince Lvoff, the able Zemstvo leader, as Premier; with Milyukoff as Foreign Minister; with Gutchkoff as Minister of War; and so on—to keep things going until the Constituent Assembly should assemble and decide concerning Grand Duke Michael.

The abdication of Nicholas II took place on March 15 and was immediately followed by the formation of Prince Lvoff's Ministry. But, about a week earlier, certain things had

happened in Petrograd, which we shall now consider.

#### EMERGENCE OF THE COUNCIL OF WORKMEN

There had been a grave shortage of provisions, especially of bread, though Russia, being one of the great wheat-exporting countries and having for two years exported no wheat, because of the closing of the Dardanelles, ought to have had abundant supplies. A rumor got about that the lack of supplies in Petrograd was the result of a conspiracy, hatched by Protopopoff, Minister of the Interior; that his inspiration was pro-German, and that his purpose was to create bread riots in the capital and then to declare that, because of these internal disorders, Russia would be compelled to withdraw from the war and make a separate peace with Germany and Austria. What truth may have been in that rumor, it is now quite impossible to say. But there were bread riots in Petrograd, apparently organized by the then obscure group known as the Council of Workmen.

The leaders of that Council were largely non-Russian in race and faith. At the head of it was an unsuccessful horse-doctor, Nicholas Tscheidze, an alien sprung from one of the smaller aboriginal tribes in the Caucasus mountains. Another conspicuous figure was a certain Nahamkes, who called himself Stekloff, one of those who spoke and thought in a dialect of German. Apparently Alexander Kerensky was a third member of the Council.

#### AGREEMENT WITH THE DUMA LEADERS

The troops of Petrograd, instead of shooting the bread rioters, on the order of the Minister of the Interior, Protopopoff, at first merely kept them moving, and, later, fraternized with them; and a movement presently sprang up to capture and imprison, not only Protopopoff, but the whole Ministry. This movement was backed both by the Duma leaders like Milyukoff, and by the leaders of the Workmen's Council, each body having its own ends in view. Exactly what agreements were made between these two groups, we have not been informed; but they were evidently of such a nature as to give the Workmen's Council a moral hold on the Duma leaders. Perhaps it would not be unfair to describe that "secret treaty" in this way: the Duma leaders, in order to get rid of the old Ministry, which they wished to replace by a Duma Ministry, ac-

cepted the aid of the Workmen's Council and the method of street-fighting.

That fighting has been graphically described, and, I think, enormously exaggerated. It is probable that, on both sides, less than a thousand men were killed. It is certain that, in the formal funeral held a few days later, only 198 bodies were buried, in red revolutionary coffins. So far as the Russian people are concerned, that very limited street-fighting is all they had to do with the Russian Revolution; the rest of Russia, the immense majority of the population, took no part in it whatever; they simply accepted it as an accomplished fact. The old Ministry was captured and imprisoned, and the Duma leaders went to discuss matters with the Czar, proposing, as has been related, a succession of plans looking to the immediate establishment of a limited monarchy, with the Czar's brother as Czar. They had not, after the street-fighting and the capture of the old Ministry, the slightest intention of establishing a republic, in all likelihood because they foresaw that the Russian people still quite lack the power of self-government.

But, as has been said, they had made a "secret treaty" with the Workmen's Council; it turned out, later, that they had put a noose around their own necks and given the end to the Workmen's Council, which immediately began to pull.

#### DEMORALIZATION IN THE ARMY

The Petrograd garrison had, during the street fighting, fraternized with the rioters. They presently met together, to debate the situation, and the title of the Council changed: it became the Council of Workmen and Soldiers. But its leaders did not change. They were the same group of Marxian Socialists, of the Lenine-Trotsky type, though Lenine was, at that time, still in German Switzerland, while Trotsky, who at that time called himself Braunstein, was in New York. Both immediately set out for Russia, while their "comrades" in Petrograd, with the horse-doctor Nicholas Tscheidze at their head, held the fort.

They immediately began to pull the noose round the necks of the Lvoff Ministry. An "Order," written, it is said, by Nahamkes, (alias Stekloff), was placarded on the walls of Petrograd. It told the soldiers no longer to salute their officers, but to form, for each unit of the army, company, battalion, regiment, brigade, division, corps, a Committee

of Soldiers, who were to decide on all questions of discipline. That, of course, meant utter demoralization of the army; the more so, as many soldiers, not content with disobeying their officers, proceeded to shoot them.

There was instant protest against this subversive Order in the Lvoff Ministry. Gutchkoff, the War Minister, flatly refused to support it or to transmit it to the army. Milyukoff backed him up. As a result, there were streets riots inspired by the Council, and Milyukoff and, later, Gutchkoff, were forced to resign. The noose was being tightened.

#### KERENSKY'S PART IN "DEMOCRATIZING" THE ARMY

At the beginning of March, it seems, Alexander Kerensky was a member of both camps—an officer of the Workmen's Council, and also a labor leader in the Duma. He continued, apparently, to belong to both camps. He was given the post of Minister of Justice in the Lvoff Ministry and, as a Minister, he appears to have espoused and accepted the famous Order above described and, when Gutchkoff resigned, Kerensky took the portfolio of War Minister, and the Order was transmitted, with the whole authority of the War Ministry, to the men on the front. The Russian army was to be "democratized." It was democratized . . .

I wonder whether it is necessary to point out the fallacy and folly in all this? Democracy is government by the will of the people, or, strictly, by the will of the majority of the people. When that will has been ascertained, the question is closed. The whole nation must obey. The alternative is not liberty but anarchy. Once the decision has been reached, there remains one thing only—obedience. The national army is an instrument created by the national will, to perform a certain task; in war, a fateful and perilous task, which can succeed on one sole condition—the absolute unanimity of the machine, its perfect obedience to the single guiding will which is, in fact, the will of the whole nation. The parts of that machine can no more debate the matter afresh than can the parts of a steamship debate the question of navigation in a storm. Surely, that is common sense and the truest democracy. Yet the Lvoff Ministry seem never to have understood it; or, if they did understand, seem to have lacked the courage and manliness to say so. At any rate, with

Kerensky at the War Ministry, the Order went forth; the Russian army was "democratized."

It was, of course, a paroxysm of folly, and American military men so saw it and described it at the time. But it was a huge piece of vanity also; these amateurs in government were confident that they knew much better than the cumulative wisdom of mankind.

#### "SOCIALIST" VERSUS "CONSTITUTIONAL" REVOLUTION

What the now famous Council thought of it, seems to be quite clear. They had not, and have not, the slightest interest in the cause of the Allies; they did not even care a fig for the war of Russia against the German invaders. They had, and have, a quite different war in view: the war of the "proletariat" against the "capitalist class," according to the blindly ignorant phrasing of the Marxian gospel. And, seeing in the officers, representatives of the "capitalist" class, they bade the "proletariat" soldiers throw off the yoke and, if their officers refused to obey them, they advised the soldiers to shoot the officers—advice which was literally taken and acted upon.

The "social revolution" was steadily tightening the noose about the neck of the "constitutional revolution," in spite of all protests from the Lvoff Ministry, which soon ceased to exist, while the Duma remained practically in hiding. There is sharp irony in the position of the Duma. The Czar had issued a decree, proroguing the Duma; this decree was made the pretext for demanding his abdication. He abdicated—and the Duma proceeded to fade away, leaving not even as much as the smile of the Cheshire Cat, in "Alice in Wonderland." At present, it neither exists nor has ceased to exist, like the Vedantin definition of matter.

Kerensky continued to belong to both camps, the Duma party and the Council; but in fact he practically surrendered to the Council. As War Minister and afterwards as Premier, he fulminated decrees of "blood and iron," borrowing a big phrase from Bismarck. But, to borrow another phrase from Bismarck, his iron was "a lath painted to look like steel." He led, with dramatic exhortations, an advance of the army in Galicia; but the committees, which he had authorized, in the army immediately to the north, decided that it was "undemocratic"



to fight, and voted to retreat. The vote was carried into execution, and the honor of the Russian army was stained. Since then, the committees up and down the front have continued to vote, and the Council has continued to tighten the noose. What the former members of the Duma, the former Ministers of the "Temporary Government," now think of the Russian Revolution, it is not easy to divine. They must see the ghastly tragedy of it, or, at least, of their own position; but they are probably inclined to lay all the blame on the Council, rather than on their secret treaty with the Council, which in reality had made the noose that strangled them.

#### THE PEOPLE'S ATTITUDE

So far we have had very little to say about the Russian people. The reason is, that, with the events we have described, the vast mass of the Russian people had nothing whatever to do. They simply accepted them as we accept the weather. In our press, we read about the great young democracy of Russia rising in its might, overturning Czarism, breaking its chains. Nothing at all corresponding to this really happened. There was no initiative on the part of the Russian people; there was no struggle, beyond the street-fighting in Petrograd, in which a few hundred men were slain; the Russian people has expressed neither assent nor comment on the whole affair. It has simply done nothing, and let the whole thing slide.

There is no cause for wonder in this, if we think for a moment, and realize what the "Russian people" really is. The population of what was the Russian Empire is 180,000,000; that of European Russia, leaving out Poland, is 130,000,000. Of these, some 110,000,000 live in country villages, while less than 20,000,000 live in towns. Petrograd and Moscow have about 2,000,000 each; Riga, Odessa and Kiev have, among them, about 2,000,000; while the remaining 14,000,000 dwell in small towns sparsely sprinkled over nearly 2,000,000 square miles of plains.

But the vast majority, as we saw, dwell in villages of log huts, averaging fifteen or twenty families to the village. Their hearts and souls are wrapped up in the farming—the very primitive and ineffectual farming—of their communal lands, and they have little concern with anything else under heaven. In reality, they are not "Russians," in any clear national sense, for they have

no developed patriotic feeling; they are simply villagers, for the most part fumbling and illiterate villagers, and the only thing they really care for is their land—of which they never think they have enough. The truth is that, because of poor farming and a hopeless communal tenure, they get very little out of their land; with a little knowledge, they might easily get twice as much; with individual ownership, they would probably get three times as much. But they believe that the remedy is—more land, and they will blindly follow anyone who promises them that, as children respond to bribes of candy.

These peasants are not radically altered when they put on a uniform. They learned, after long generations, to accept the duty of military service; they learned to "die for the Czar," and to fight hard, suffer heroically, and die like men, in obedience to that loyalty. It was the one thing that lifted them above the mud of their fields and made them as good soldiers in their slow way as any in the world.

But, when you broke the mainspring of their loyalty and obedience, when you took from them their fine impulse of devotion, when instead of loyalty you offered them self-seeking and self-interest—and this in effect what the revolution has done—then self-interest and self-preservation began to work. When, in the old days, you told the peasant soldier to die for the Czar, he went forward and died like a man. But now, when the spark of loyalty has been snuffed out, when every impulse of selfishness in him has been appealed to, you tell him to go forward and die "for the people," he has logic enough in him to say: "Very well, but I am the people! I will begin by saving my own skin!" What he really wants is, to go home to his village. Democracy means no more to him than trigonometry. He does not want to govern himself; he wants to go home to his fields among the pine trees. He thinks of the revolution as simply the opportunity to go home to his land; perhaps also the opportunity to get more land, which at present belongs to his neighbors.

It is said, on good evidence, that more than one "strategic retreat" of the Russians on the front was started in this way: The German aviators dropped papers saying, "They are dividing up the lands back home; go, quick, or you will get none!" And they went quick, thinking of nothing else, caring for nothing else in the world.

# THE PROBLEM OF THE FRENCH CANADIAN

By A. MAURICE LOW

**S**IMILAR to all other English-speaking countries, Canada has had to meet the question of conscription. It is an ugly word to English ears. England dodged it as long as possible, resorted to various expedients in deference to the rooted objection to compulsion, raised the bulk of her armies by voluntary enlistment, and then resorted to universal service as the only equitable method. Canada, who responded magnificently in defense of the Empire and made glorious sacrifice for the cause of civilization, would not at first sanction conscription, because of the opposition of the French Canadians. The gallantry of the Australians carried the fame of the "Anzacs" to the four quarters of the world and the men from the Antipodes swelled the ever-growing column of the Allies, but Australia rejected conscription because labor opposed it. Curiously enough the United States was the one English-speaking country to grasp the nettle firmly and to adopt conscription as one of the earliest military measures. Now, after three years of war, Canada has made conscription a political issue, and on the decision Sir Robert Borden staked his political future.

He was compelled to go to the country last month. His government had pledged itself to contribute 500,000 men to the allied cause, but after 400,000 had been raised enlistments were falling off and conscription was necessary to reach the slackers. In an effort to eliminate party politics, and especially to bring the French Canadians to a realization of their duty, Sir Robert offered to form a coalition government and tendered Sir Wilfrid Laurier a seat in the cabinet, but the offer was refused, and the only alternative was to take a referendum by an appeal to the electorate. The country answered in a way that has not been a surprise to the student of Canadian politics.

The reluctance of the Canadian Government to adopt universal military service has been due to the opposition of the French

Canadians and the fear of political consequences, the great majority of the English-speaking Canadians having always approved it. In the Province of Quebec, with a population of about 2,000,000, approximately 90 per cent. of the whole are French-born or of French descent, who speak French almost exclusively; and in the eastern portion of the adjoining Province of Ontario there is also a fairly large sprinkling of French Canadians, although the Province has a heavily preponderant English-speaking population. French Canadians are to be found in all parts of the Dominion from the Atlantic to the Pacific, but Quebec, Lower Canada, as it was formerly called, is their stronghold and the thorn in the side of the men of British or native Canadian birth or descent.

## NEITHER FRENCH, ENGLISH NOR CANADIAN

The French Canadians are a curious study in nationality. They have no passionate longing for France and no bitter hatred against England because the Union Jack and not the Tri-color is the symbol of their nationality. They have not the same feeling against England as the conqueror that the Irish have. They have no long list of real or imaginary grievances to be avenged. They do not dream of the day when the yoke of the oppressor shall be cast off and once again they shall renew their allegiance to France. France is not their motherland, they are not her children; their hearts do not thrill when they recall her glorious past or her valiant deeds of to-day. They are not English; of English history they are almost totally ignorant; the genius of the English people is foreign to them. And they are not, which perhaps is most curious of all, Canadian.

When one speaks in broad terms, and there are times when only generalities can be properly used, there is always a danger of saying too much or too little and therefore doing an injustice. So that no injustice may be done, I recognize that there is a minority of French Canadians to whom Canada

means as much as it does to the English-speaking people, and in the Canadian regiments at the front there are French Canadians who have fought with the same gallantry as the men from all the other parts of the British Empire, and who have shown the supreme test of patriotism: the willingness to die in defense of country. But a minority, and especially a numerically small minority, is not representative of the mass, and what I say about the French Canadian is a true presentation of the majority.

#### LACK OF INTERCOURSE

One must have more than a superficial knowledge of Canada, and one must have an intimate acquaintance both among the French-and-English-speaking peoples before one is competent to understand the state of affairs, and even then, although one may know the facts, he still remains puzzled to explain them. In the cities of Montreal and Quebec, for instance, where side by side are shops with French and English names, and the girl or man behind the counter will answer you in French or English according to the language of your question, and the street-car conductor is also bilingual, and the newsboys sell both French and English newspapers, and the gamins slang each other in a patois compounded of the dregs of both tongues, there is socially no more contact between French and English than is necessary; in fact, one may put it more correctly by saying that unless intercourse is absolutely necessary it is avoided. Money speaks a universal language, it alone knows no prejudice and feels no patriotism, it is without class distinction or racial animosities. In business, therefore, Frenchman and Englishman will exchange money, they will trade because they have to, but outside of the shop or the office, when there is no longer anything to be made and men can exercise their natural inclinations, the two races keep apart.

As a visitor you are a neutral, even although your nationality is well known, but if you visit a French family, almost without exception—and the exceptions are so rare to be immediately remarked—you will meet only French men and women and the conversation will be carried on in French; and among the English, in their homes and their clubs, only English is spoken, and it is seldom a French visitor is met. Racial antipathy, I believe, is nowhere more marked than it is in Lower Canada between the

French-and-English-speaking peoples. The two races dislike each other, and the war has increased that bitterness; the failure of the men of Quebec to enlist and the opposition to conscription of Sir Wilfrid Laurier, the idol of the French Canadians, and of Henri Bourassa, the leader of the Nationalists, and other leading Liberals of French extraction, having fanned dislike into hate.

#### HOW LANGUAGE MOLDS THOUGHT

No one will question the genius the English have shown in colonization, but they were guilty of a monumental blunder when they sanctioned the use in Canada of French as an official language. That, I think, is the explanation of the French Canadian problem. As a man thinks so he is, and he translates language into thought. The problem of the German American in the United States is a much less serious one than that of the French Canadian in the Dominion, even although the Teutonic element in America is vastly greater than the French element in Canada. The millions of non-English speaking peoples who have poured through the gates of America to hive in the cities or settle on the farms have not corrupted the foundation of English ideas, thought, language, institutions or laws, and despite this large infusion America still remains fundamentally an English-thinking nation because it is an English-speaking country.

In America necessity compels the Teutonic, Latin or Slav immigrant, if he is young and bent on seeking his fortune, to learn English because the road to advancement is closed unless he can speak the language of the country, and his children, the second generation born on the new soil, have no choice—they must speak English or sink; while the third generation, forced into active competition with the native, rarely knows the ancestral tongue; English is their native language, and even though they retain their racial characteristics and to some extent their physiognomy, so rapid is the process of assimilation, so frequent is intermarriage, so all-controlling is the influence of language on thought, that the second generation is almost English-thinking because it is English-speaking, while the third and later generations are entirely English-thinking because of inability to think in any other language.

#### ASSIMILATION CHECKED IN CANADA

In Canada, however, this process of assimilation has been checked because although

Englishmen and Frenchmen have lived side by side for more than a hundred and fifty years the Englishman thinks and talks in English while the Frenchman thinks and expresses himself in another tongue, and while both may be bilingual each uses the language of the other in necessity and not for choice; to both it is something exotic, and even while they speak back of their heads they are thinking in their own language. It is precisely the same as an Englishman coming to America for the first time translates dollars into pounds before he is able to visualize the amount. He may say dollars, but that means nothing to him until he has reduced the amount to the coinage with which he has always been familiar.

It is bad enough that in Parliament and the law courts the proceedings should be carried on in two languages; even among the educated this dual language hampers intercourse and between the half-educated there can be no close communion, but among the ignorant it means segregation. Travel along the lower reaches of the St. Lawrence, where the *habitant* and his always increasing brood cultivate the farms, and English serves the wayfarer badly. The *habitant* his wife and children know a few fragmentary words and phrases, but extended conversation is impossible. The St. Lawrence River farmer coming to Quebec at infrequent intervals to buy his supplies or make his pious pilgrimage to the shrine of the Blessed St. Anne, goes to a hotel where only French is spoken; he offers up his prayers in French; he naturally gravitates to the French shops; it is with other Pierres and Jeans he drinks

his thin wine and engages in political argumentation.

#### ISOLATION OF THE FRENCH-SPEAKING CANADIAN

The phenomenon of all most striking, it may again be repeated, is that the French Canadian, whether the almost illiterate peasant or the man of education, has no passionate attachment for France and no burning fervor for Canada. By choice he has isolated himself from his English-speaking neighbors and withdrawn from spiritual contact with them. If he has any pride it is a stubborn pride in not speaking English and in encouraging his children to scorn English, who hearing only French spoken in the home, the school, and the church, have naturally little inclination and less opportunity to learn any other language. If France to the French Canadian were home, as England was to the Puritan, driven into exile but still united to the land of his birth by the ties of sentiment, one could understand why the French Canadian keeps aloof from the English; or if French Canadians were only biding their time when Canada from Labrador to British Columbia is to be dominated by the sons of France, Latin culture is to take the place of Saxon, and in the western hemisphere is to be planted a New France that shall redound to the glory of the Old, then the attitude of the French Canadian would be easily comprehensible. But there is no evidence that any such thought goes through his mind. He accepts the British flag and British rule, but he remains a French Canadian instead of a Canadian of Canada.

## QUEBEC AND THE ELECTIONS

THE results of the general election on December 17 proved to be a striking confirmation of all that is said by Mr. Low in the foregoing article, and by Mr. McGrath in the article contributed to our December number, regarding the solidity of French Canadian sentiment in the Province of Quebec in opposition to the Dominion conscription law. In the entire province outside of the city of Montreal not a single Unionist was elected to Parliament.

While the victory of the Borden Government in the other provinces of the Dominion, and especially in the Northwest, was overwhelming, the election adds to the tenseness

of the situation in Canada, since the government is confronted by the serious problem of enforcing the conscription law among one-third of the population, which is unanimously opposed to the law and is without representation in the federal administration. It is a problem far more serious than any which arose in this country in the Civil War in connection with the enforcement of the draft, and one which demands the most skilled statesmanship on the part of the Borden Government. Full details of the workings of the new franchise extensions and restrictions could not be had last month. We shall comment on them in February.

# THE WAR AGAINST ALCOHOL

SO far as we are concerned in the United States, the movements of various kinds and forms against the almost immeasurable evil resulting from the habitual use of alcohol are now approaching their culmination. A few months ago, exercising the war power, the Government stopped the making of whiskey. It has now, by a similar order, reduced the alcohol content of beer to something like the vanishing point. Within a very few years the number of States prohibiting the liquor traffic has increased from three or four to twenty-seven. The great State of Ohio, which has always heretofore been strongly against prohibition, was almost evenly divided in November of this year, the votes for prohibition being something under 523,000 and the votes against it being just over 524,000. The complete abolition of the liquor traffic in the city of Washington and the District of Columbia went into effect only a few weeks ago by act of Congress, with excellent results already apparent.

Hitherto, the prohibition movement has proceeded in localities under the local option system, and in States under the plan of State-wide prohibition. Those States which have adopted prohibition are now, by virtue of recent Federal laws, better protected than they formerly were from the violation of their own police systems by the bringing-in of liquor from adjacent States.

A few years ago it would not have been thought possible by most observers and students of politics that we were approaching the eve of submission by Congress to the legislatures of the States of an amendment to the National Constitution, prohibiting the liquor traffic throughout the United States. But already the anti-saloon movement has actually won that victory. The prohibition amendment, under leadership of Senator Morris Sheppard, of Texas, was adopted in the United States Senate last summer, and on December 17 it was passed by the House of Representatives by a vote of 282 to 128. There had never been any dispute as to the attitude of the present House, while there was some question whether or not the necessary two-thirds majority could be obtained in the Senate. When the amendment has been accepted by three-fourths of the States

it will become a part of the National Constitution. This means that thirty-six States must consent to nation-wide suppression of the making of and traffic in liquor as a beverage.

Besides this great movement for State and national prohibition of the liquor traffic, many other indications are to be noted of a growing purpose to emancipate America from alcoholism. A few years ago Secretary Daniels was ridiculed for steps taken by him to remove the drink evil from the Navy, and similarly there was great controversy over the canteen question, as relates to the army. At the present time the War Department has the moral support of the professional army men in determined efforts, not only to keep liquor out of the camps and away from the military reservations, but also to abolish saloons in the immediate vicinity of the cantonments and other army posts.

The social habits of the people, furthermore, have been greatly changed through influences due to moral and industrial leadership. The railroads have long demanded abstinence on the part of their employees. Many other industrial and business organizations have taken the same stand. Not only drunkenness, but even the moderate use of liquor is now frowned upon by a great majority of responsible business men. The proper use of the various instruments of modern business—telegraph, telephone, electric transportation, and many others—are all at war against so obvious an enemy of efficiency as alcoholic drink. The great growth of interest in athletic sports is also a factor making for temperance. Thus many forces and influences are now co-operating to bring the alcoholic evil under something like adequate control, although its complete suppression, so far as individuals are concerned, may not be possible for a good while to come.

Among the veteran workers in this movement for temperance and for the outlawing of the drinking saloon, no one has earned a more worthy place than the Reverend Dr. Ferdinand C. Iglehart. As an eloquent speaker, he is known throughout the country; and as a writer his words have gone to the homes of millions. He has known many public men and has had a hand in po-

litical affairs, as well as a voice among the churches and a pen at the service of the religious press. We have now, as Dr. Iglehart's latest contribution to the cause which has claimed a lifetime's effort, a little volume entitled, "King Alcohol Dethroned."<sup>1</sup> It is not a systematic treatise, nor is it a history of the temperance movement. It contains arguments and it also embodies history; but it is a unique book in its plan, and it reflects much of the special knowledge and varied contacts of the writer himself.

Thus we have chapters on the mental and physical effects of alcohol as proved by scientific tests. The whole world seems now convinced of the uselessness of alcohol and its detrimental nature when used as a beverage. In our "Leading Articles of the Month" (on a later page of this number of the REVIEW) will be found some interesting lights upon the present-day opinion of Europe regarding the wastefulness and the misery entailed by the alcoholic habit. Dr. Iglehart has obtained for the purposes of his book the expressions of many men of experience and knowledge; so that his chapters, for example, upon alcohol in respect to the efficiency of industry and of labor, reflect the best current opinion.

Perhaps the most interesting part of the book are two chapters devoted to Lincoln's attitude on this question. Few people are aware that Abraham Lincoln was a great temperance leader in Illinois, and that he was the most active man in the group that secured the State-wide vote of Illinois on prohibition in the year 1855. It was by only a few thousand votes that Lincoln and his friends failed to carry the State at that time. President Lincoln was a total abstainer, did not allow the use of liquor in the White House, and stood always for every phase of opposition to the use of alcoholic drink.

Dr. Iglehart was a friend of Theodore Roosevelt when the Colonel was at the head of the Police Commission under Mayor Strong, in New York, and made his fight for the closing of the saloons on Sunday. We have an interesting chapter on that episode in the present book. There is one devoted to Mr. Bryan as a prohibition champion, and there are several instructive chapters dealing with the abolition of the saloon in the South, with prohibition in the West, with Federal legislation, and with the



DR. FERDINAND COWLE IGLEHART

(The veteran anti-saloon worker whose book, entitled "King Alcohol Dethroned," is just now appearing)

World-wide War on Alcohol. It would seem to us desirable that Dr. Iglehart should in future editions of this book include a new chapter on the efforts of the present administration to banish alcohol from the Army and Navy, and to prevent the use of grain and food materials in the making of stimulating beverages.

Dr. Iglehart is a generous fighter and is free from that narrowness which has marred, rather than helped, the work of some temperance reformers. We would suggest, therefore, that he might also collect data for an additional chapter, showing with what ingenuity and good temper many of the distillers and brewers are adapting their plants to more useful and timely purposes than the making of alcoholic beverages, and also how many thousands of saloon-keepers have been turning their retail places into restaurants, grocery stores, cigar stores, shoe and clothing shops, and so on. A few months ago Seattle's remarkable transformation in this respect was recounted in the press. Our capital city of Washington is just now going through the same experience. An enormous saving in these times will be accomplished by ridding the streets of the many thousands of heavy wagons and trucks sent out from the breweries on their daily rounds to the saloons. More necessary forms of trade should absorb all such wasteful activities.—A. S.

<sup>1</sup> King Alcohol Dethroned. By Ferdinand Cowle Iglehart, D.D. New York: The Christian Herald. 376 pp. Maps. \$1.



*From Industrial Management*

QUICK RESULTS OF A BUILDING CAMPAIGN—ONE HUNDRED HOUSES OF REINFORCED CONCRETE BUILT FOR THE AMERICAN STEEL AND WIRE COMPANY AT SONORA, PA.

# EMERGENCY HOUSING FOR WAR-TIME INDUSTRIAL WORKERS

BY CAPTAIN SHERMAN M. CRAIGER, U. S. R.

**I**N the past few weeks the National Government has suddenly been confronted with an entirely new problem having to do with adequate shelter for the civil army of industrial workers, now mobilized to operate the great war-time manufacturing and other plants. Almost over night there has come about a shortage of industrial housing accommodations, along with a congestion of population in munition centers and other war-boom cities. So rapidly has our industrial expansion moved in recent months that not only was this condition unlooked for, but probably could not have been averted.

The Nation is face to face with a shortage of sanitary homes. Indeed, the situation is seriously hampering the volume of our war production. One cannot visit a live town, of any considerable manufacturing importance, in the United States without realizing that employers and municipal authorities are at their wits' end to provide enough clean places to sleep for workers in the factories.

Early in November a house-to-house canvass was begun in Bethlehem, Pa., by agents of the Bethlehem Steel Company, on a quest for suitable accommodations for the ten thousand workmen needed to man the new shops there. These are nearing completion and represent an outlay of between \$18,000,000 and \$20,000,000. At this writing

only about 1,200 rooms are available, or about one-eighth of the required facilities.

As the Government is obliged to ask the steel plants to speed up the output of munitions, it will be necessary for the latter to employ thousands of additional workmen. In some manner, housing accommodations must be found for them, and the canvass now in the course of being made will be extended to every city, town, hamlet and even the country districts within a radius of thirty miles of Bethlehem. A place to sleep and eat must be found for the new workers, and no step will be left unturned to house them suitably.

A similar problem confronts a New England manufacturing city, where no less than sixteen factories are engaged in turning out war contracts. If these plants are to be run at their full capacity nearly ten thousand additional men must be taken on the pay roll. Yet there now exist virtually no living quarters available for them.

There is a large steel company in New York State, mainly employed on Government contracts, which has nearly completed very extensive additions to its present plant. In going over the situation the other day with the Board of Directors, it developed that the enlarged establishment could run at only two-thirds of its capacity, unless immediate provision be made for the necessary housing of the required quota of employees.



In Bridgeport, Conn., Youngstown, Ohio, Newport News, Va., Chester, Pa., Bath, Me., and Erie, Pa., as well as in a dozen other centers, the housing accommodations are so short that in some cases the same bed is used by three different workmen, each occupying it for eight hours.

The story is told of a great ship-building company, engaged on a pressing Government contract, which employed two hundred workmen one morning. They spent the day on the job, but when night came could not even find barns or outbuildings to sleep in. All of them promptly threw up their work.

A number of corporations turning out work for the Government have testified that it is necessary for them to hire four men in order to keep one continuously on the job. In other words, three men become disgusted with the lack of suitable living accommodations and quit, to every one that sticks it out.

These are examples of the situation prevailing, yet apparently greater dilemmas are ahead of us. In not a few instances new plants are being erected by the dozen in the identical localities where the congestion is now greatest. The most serious case coming to my attention is that of a relatively small new factory in Bridgeport, now practically completed, which had hoped to put five thousand men to work shortly. As a matter of fact, this particular concern can scarcely operate for a single week unless new houses are erected in which its workers may live.

For the past month the War Department and the Council of National Defense has recognized the pressing, even imperative need of building thousands and thousands of workmen's dwellings at once. Through



TWIN HOUSES IN COURSE OF CONSTRUCTION BY THE TRAYLOR SHIPBUILDING CORPORATION AT CORNWELLS, PA.

(Three bedrooms, bath, dining room and kitchen in each house, costing complete \$2,450)

the section on Coöperation of States, the National Council has the machinery for urging the local defense committees of the various States to do all they can in their own municipalities.

An official board, headed by Otto M. Eidlitz, of New York, was named by the Council, during October, to negotiate for real-estate options, and ascertain to what extent local capital in cities, where the influx of war workers is greatest, will combine with Government initiative to build houses, and what the exact cost of the necessary buildings will be. The Council has vested the board with extensive powers.

In a report just made by the Committee on Housing to the National Defense Council, Chairman Eidlitz says, among other things, that there is need for "an organization of reasonable permanency and authority to administer quickly and effectively such funds as may be available for housing purposes." The recommendation is made that broad powers be granted to the organization to conduct building operations, to deal in real estate, and to borrow and lend money.

A very interesting recommendation is that the Government lend funds for housing at low rates of interest to those communities which can show the need of aid. It also suggests that in the future Governmental agencies making war supplies give due consideration to the questions of labor supply and housing conditions. Future contracts, the report adds, should be carefully distributed as far as possible to prevent undue concentration of workers in any one locality.

Mr. Eidlitz's Committee found that, with few exceptions, the Government's contracts for ships, guns, ammunition, and other war



MONOLITHIC CONSTRUCTION OF BARRACKS BY THE TRAYLOR SHIPBUILDING CORPORATION

(The corner of the building shows the frame-work ready to receive the concrete treatment)

materials have up to this time been made with little or no official provision for the housing necessities incidental to a rapid and large increase of labor.

Many communities [the report continues], as well as individual industries, are taking care of their own housing requirements. Others, where there is serious congestion, are preparing to do so; but there are a number which will need financial assistance in house-building if full production capacity is to be had.

In general, the Committee is convinced that under the proper safeguards the Government should give quick financial aid to such industries or communities as can clearly demonstrate their right to relief. In this regard it is suggested that any aid which may be given by the Government preferably should be rendered in the form of loans at a low rate of interest. Some loss to the Government may reasonably be expected, but the expenditure is negligible when measured by the loss incident to delay in the execution of the vast war orders already placed.

The Committee further recommends that, in line with the recent findings of the Advisory Commission of the Council of National Defense, all authorized agencies of the Government making contracts for war materials shall give due consideration in the future to the labor supply and housing conditions, prior to closing contracts. It is particularly emphasized that any Governmental aid for industrial housing should be considered as a war measure, and be rigidly confined to cases where restriction of output of war materials would otherwise occur.

It is possible that house-building may be started on a small scale within a short time with money available from emergency funds of the War Department and Shipping Board.

Under the prevailing prices for labor and building material, decent dwellings for workmen cannot be built at a cost which will make them commercially profitable. Even the best of the so-called model tenements put up to-day in our cities will barely return four per cent on the investment. It is, there-



FIVE-ROOM BUNGALOW BUILT OF "GUNITE" FOR EMPLOYEES OF THE TRAYLOR SHIPBUILDING CORPORATION, CORNWELLS, PA.

(Varied construction is possible, permitting of artistic effects)

fore, almost out of the question for private capital to be persuaded to go into the construction of decent houses for workers. At best, such capital will be expended only in the erection of temporary shacks, profitable from the standpoint of the builder, but disastrous to the health and efficiency of the laborers.

Already there has been observed an alarming increase of tuberculosis in certain of the congested centers. Moreover, the shacks are so uninviting, as a rule, that they tend to make the worker dissatisfied. One result is that there is developing an unprecedented horde of migrant workers, chiefly unskilled, who move from one place to another all too readily.

A very interesting housing development is under way at Fairmount, West Virginia, under the direction of the coal and oil interests controlled by the Watsons. Twenty-five workmen's homes have just been completed, capable of housing perhaps one hundred persons. These houses are built of white pine, and are of three types, all with plumbing and complete sanitation.

Type A is a two-story structure, a living-room and kitchen on the first floor, and two sleeping-rooms above. Type B is the same general design, except that it has three sleeping-rooms upstairs. Type C, known as the bungalow, has all the rooms on one floor.

It is the intention to interest employees in purchasing these homes at cost, on easy monthly payments. With the high wages prevailing, it



FOUR-ROOM COTTAGES BUILT OF "GUNITE" FOR THE MARRIED EMPLOYEES OF THE TRAYLOR SHIPBUILDING CORPORATION

(All of these cottages will be occupied this month)

will not be long before the men have paid in full for their houses. Other homes are to be put up as rapidly as possible, all laid out as artistically and attractively as is consistent with economy.

The shipbuilding industry, responsible to the impetus of the times, is looking out for the welfare of its employees in a foresighted manner. For hundreds of miles up and down our great rivers adjacent to the Atlantic, and to some extent along the Pacific and Gulf coasts, great ship plants are springing up as if by magic. The territory adjacent to Camden, N. J.; Wilmington and Chester, Pa.; Philadelphia, Bristol, and Newport News is teeming with activity, both in regard to the manufacturing and housing features.

At Hog Island, outside of Philadelphia, the largest shipbuilding plant in the country is in the course of construction. Thousands of men are employed, and the number is to be increased as rapidly as the facilities become available. The American International Shipbuilding Corporation is the name of the concern, and it has important plans under way for a model housing scheme for its workers.

Farther up the Delaware River are the plants of the Traylor Shipbuilding Corporation, at Cornwells, Pa., and the Merchants Shipbuilding Corporation at North Bristol. The former concern has just completed a number of barracks and cottages to accommodate its 350 employees.

The barracks are one-story affairs, about fifty feet in length, made of "Gunite," a material having the appearance and durability of cement. This preparation is "shot" on a framework of lath and wire, quickly hardening and presenting an attractive surface. Each barrack has a number of double-decker beds, capable of accommodating about forty men. It is the intention of the Company to cut some of the barracks up into single rooms, and providing beds in each for two men, as some of the more stable employees object to dormitory sleeping arrangements.

At present a charge of \$1 a week is made for each man sleeping in the barracks.

For the foremen and higher types of skilled employees there are four-and-five-room bungalows, also built of "Gunite." These houses are some distance from the barracks, on an attractive shaded road. It is possible to build one complete in a couple of weeks' time. A single stove in the kitchen

will heat the entire four rooms. There is electric lighting and plumbing.

The first of the sixteen cottages to be completed was occupied early in December, and it is expected that all will be allotted soon. Other houses will be put up as rapidly as the company can secure the ground. These structures cost on an average of \$1000 and the lots are worth about \$100. Each house has a plat about twenty by fifty feet. The rentals run from \$3.50 to \$4.50 per room. Quite an artistic effect is realized by varying the individual designs, and the men are greatly pleased with the prospect of having comfortable, sanitary homes.

A few miles farther north is the development of the Merchants Shipbuilding Corporation at North Bristol, Pa. This concern will be the second largest in the United States, and employ close on to 10,000 men. At present the workers are housed wherever they can get quarters, but a plan is under way to put up model homes for them.

From First Avenue to Greene Lane there are a hundred or more buildings now in the process of being closed and roofed in. A few are already receiving the finishing touches on the interiors. About 600 houses are planned for.

The buildings erected between Third Avenue and Greene Lane are on the barrack order, although of a more permanent nature and better designed. At the end of each block, extending from one cross street to another, huge apartment houses are going up, to be finished in wood and stucco. In the middle of the squares are rows of one-story bungalows, finished with shingles.

Every building will be provided with sewerage and water, and lighted by electricity. When the streets are graded, the general effect will be pleasing, and the Corporation is certain to receive the gratitude of the community for its praiseworthy effort.

One of the most modern and attractive industrial villages is that built by the American Viscose Company at Marcus Hook, Pa., from plans prepared by Ballinger & Perrot. Over 250 houses have been completed for the employees, and the whole effect is striking.

The main street has a total width, from house to house, of 100 feet, of which 30 feet is macadam road, 10 feet of sidewalk (3½ feet is cement bordered on each side with grass) and 25 feet front lawns.

The smallest street is 70 feet from house to house, and there is 20 feet given to ma-

cadam road, and 10 feet to sidewalks. The front lawns are 15 feet in depth. There is a frontage of  $20\frac{1}{2}$  feet for each house of the three bedroom type, and a depth of lot equivalent to  $28\frac{1}{2}$  feet. The large houses on the plaza have a frontage of 24 feet and a depth of 33.

Each house cost approximately \$2150, including the grading, roads, sewers, etc., but excluding the landscape gardening. The house proper, including paperhanging and gas fixtures, figures down to \$1900 net. It is believed that this is the most economical construction of this type ever turned out in this country.

The houses on the plaza rent for \$16 a month, the tenant paying about \$12 a year for water. On the side streets, the small houses, with three bedrooms, bring \$11 a month, plus water. The four-bedroom type of house rents for \$15 a month plus water. There is a large boarding house for men, and another for women. The charge for board is nominal and averages \$3.50 a week.

Throughout New England there has been considerable industrial housing projected since the beginning of the war, and at Bridgeport, Conn., the Remington Arms Union Metallic Cartridge Company began about a year ago the development of a housing scheme for their employees. Houses have already been built on three new streets.

The general character of these cottages is the single and double frame house of two stories. Nearly all are either of burnt-clay or concrete construction with roofs of slate. The interior woodwork is of cypress, finished with varnish. Long-leaf yellow pine, scraped and shellacked, is used for the

floors. All houses have modern plumbing and bathrooms, in addition to electric lighting. Heating is by the hot air system, and provision is made in the kitchens for gas ranges. There are brick firewalls between each house.

All rentals are determined by the salaries paid the employees, and the total cost of each house conformed to a figure which would permit of a rental approximated to the weekly wage. The cottages for the skilled mechanics naturally are of a better type than those provided for the unskilled. Houses may be rented, or bought on the building-and-loan plan. The four- and five-room structure is found to be the more desirable for the average family.

For the large number of girls employed by the Remington Company, three large dormitories have been erected, each accommodating about 125 persons. Separate rooms may be had for \$1.75 to \$3 per week. \$6 a week is the average cost of room, table board, and other service.

A very attractive industrial garden village has been developed at Indian Hill, near Worcester, Mass., on a site of 116 acres, for the employees of the Norton Company of the latter place. The location is on a hillside, and some beautiful effects have been realized. About sixty houses have been completed on 30 acres of the plot, and sales are made to employees on liberal terms.

In England the past year half a billion dollars has been spent meeting the housing problem, and it is to be expected that the United States will find it necessary to spend perhaps as much during the coming twelve months.



SECTION OF THE INDUSTRIAL VILLAGE PLANNED BY MESSRS. BALLINGER & PERROT FOR THE EMPLOYEES OF THE AMERICAN VISCOSE COMPANY AT MARCUS HOOP, PA.

(These houses are of two stories, with three and four rooms to a floor. They rent from \$13.50 to \$17 a month)



# THE RAILROADS AND THE GOVERNMENT

BY CHARLES F. SPEARE

LATE in August, 1916, a dozen railroad executives went one afternoon to the White House to reason with President Wilson on the question of higher wages and an eight-hour day for the best-paid of their employees *versus* a nation-wide strike. Within a few hours of this meeting a hundred or more delegates from the four railway brotherhoods also called and put their case before Mr. Wilson. A deadlock followed, broken subsequently by a message to Congress and hurried legislation in the form of the Adamson Act.

The strike orders were annulled and peace settled down over the railroad situation for about six months, when another upheaval occurred, and the old bitterness between the roads and their operatives came to the surface. Again a strike was announced for a certain hour on a certain day. From Thursday night of one week until Sunday midnight of the next a committee of arbitrators labored in New York with the two factions and finally came to a decision. The next noon the Supreme Court declared the Adamson Act constitutional. The United States, in April, declared war against Germany, but as between the carriers and their men, the relations were friendly and reciprocally helpful during the summer and fall.

## GOVERNMENT OPERATION SUGGESTED

Now the strange sequel of these incidents is this. About the middle of December, 1917, five of the twelve railroad presidents who had gone to the White House in August, 1916, to seek an adjustment on wages and hours were there the second time but on quite a different errand. There was in the air the threat of government control or perhaps complete operation of the carriers by the Government. Strong murmurings to this effect came from Capitol Hill. The public was not satisfied with the manner in which the roads were moving their traffic in the eastern territory, and the panacea of state authority had been suggested.

The railroad men went to place their com-

plete services in the hands of the President and also to request that they be given further opportunity to demonstrate their ability to relieve a temporary state of congestion; most of all to impress on him the delicate credit situation that had developed as a result of the rumors of operation by the Government without the ability of the roads to control their expenses or their revenues. Primarily it was as the guardians of \$20,000,000,000 of property that they sought the White House interview.

Very shortly after they had left representatives of labor came before Mr. Wilson. Neither did they want the Government to operate the railroads. This suggested that they would be placed on the basis of pay of other Federal employees. For once two traditionally warring factions united on a common protective argument.

## REGULATION, RATHER THAN OPERATION

This gives a background to a situation that has come before the country quite suddenly and precipitated a movement that some men thought inevitable but did not believe had to be reckoned with for another fifteen or twenty years. War puts forward in concrete form tendencies that have been slowly crystallizing for decades. The intensity of modern war and its tremendous demands breeds an impatience with existing conditions which translates itself most commonly into demands for wholesale state administration. What the private corporation does not appear to do well it is assumed that the Government can do to complete satisfaction. The truth lies between the two extremes. The seeking after profit which compels efficiency in private operations in a coal mine or a railroad also leads to discrimination between those who yield the most revenue and those who yield the least. The Government has, or should have, its eye to the universal service, but it does not manage with the wisdom of the corporation.

So, if it is given the power to command and utilize the trained forces of existing or-



ganizations it can best gain service while preserving the stimulus for efficiency which comes under opportunity to profit on private investments.

So far during the war the Government has been consistent in its policy of directing and regulating corporations while leaving their operation in original hands. It has not attempted to take the mining of coal from the operators, but has fixed a maximum price, or a set of prices, at which the producer must sell. So also has it dealt with the grower of wheat and later it will deal likewise with the producer of cotton. It has put a price on iron and steel and on copper and will determine a legitimate figure for the sale of base metals. Wool, leather, and raw materials essential for war manufacture will be regulated as to price. But, beyond an occasional threat as leverage against a diminishing production or suggestions of profiteering, there has been no usurpation of management.

#### LIMITATION OF RATES

The bigger problem is what to do with the railroads and where to draw the line between government and private control. Unlike the industrial organizations, the carriers have been restricted as to profits. They could not readjust the rates of freight or passenger service to a \$50,000,000 addition to expenses under the Adamson Act or a \$100,000,000 increase in the cost of their fuel bill unless the Interstate Commerce Commission permitted them to do so. What was regarded by the manufacturer of iron and steel or the grower of wheat as too low a price for his product was still from 100 to 200 per cent. above the pre-war level. Both had to absorb into this their increased cost of labor and the two or three times normal costs of raw materials, machinery, etc. On the other hand the railroad rate was limited to the decree of the Federal and State regulating bodies, and as they have not been overgenerous there was almost no slack in the dollar unit of railroad gross earnings to take up the rising costs of operations. As a matter of fact it has recently been true that the more gross revenue a road produced the less its net was shown to be.

#### WAR-TIME OPERATION

This is the credit side of the railroad problem—the one that least interests the public as a whole, though it is paramount. The other aspect is that of operation under the

stress of war and with the handicap of limited facilities caused by five years of restrictions upon earnings whose unfortunate sequel was the refusal of private capital to supply the funds to buy equipment and to enlarge terminal and trackage facilities.

Last April the executives of all the railroads in the United States were called to Washington by Daniel Willard, representing the Council of National Defense. Out of this conference there grew the Railroads' War Board. This body of five men, composed of Fairfax Harrison, president of the Southern Railway; Samuel Rea, president of Pennsylvania lines; Howard Elliott, of the New Haven and the Northern Pacific; Julius Kruttschnitt, chairman of the Southern Pacific, and Hale Holden, president of the Burlington, was given power by their associates to direct the movement of traffic over the entire 260,000 miles of railroad line in the country and to utilize the joint facilities of all roads in the operation. Transportation was the first great industry to offer its service to the Government after war was declared. Its program was revolutionary. It was not strictly legal. It infringed on the Sherman Anti-Trust Law. But it was agreed to by the administration and quickly entered upon.

#### MOVEMENT OF TROOPS AND MATERIALS

The first test of it came in moving the great quantities of materials required for building the cantonments. This demanded a mobilization of empty freight cars in the lumber-producing districts of the South and West. The results of coördination and of throwing all available equipment into a common pot were so satisfactory as to bring commendation from the Government. Next came the movement of troops to the cantonments and from one army post to another. With relatively little confusion and not much curtailment of ordinary passenger traffic this was effected. (In Great Britain, under similar conditions, the government ordered all civilian travel suspended for a period of days.) Later the roads joined in the common purpose of giving to the Northwest the coal it needed to carry it through the winter.

Between April and September, 15 per cent. more freight was handled than in a corresponding period of 1916 and 50 per cent. more than in a corresponding six months of 1915. It should be realized, too, that this additional load was carried in the

face of every handicap possible to railroad administration. Labor was scarce; such engines and cars as the manufacturers could build were shipped to Russia and France; the war industries took over at advanced wages the skilled mechanics of the carriers and many thousands more were formed into regiments to work behind the lines in France. Even with these discouragements the intensive work of the Railroads' War Board kept in maximum service a much larger proportion of equipment than had ever been known before, with each month's report showing less "bad-order" cars and engines than the month preceding. There was also a steady reduction in the car shortage which, by September, had about been eliminated.

#### THE GREAT TRAFFIC JAM OF 1917

The "peak load" in American railroad operations comes between September and January. It is in the fall months that the heaviest deliveries of agricultural products occur. Coincidentally coal moves in greatest volume and the merchandise paid for from the receipts of the crops goes from the jobbing centers into every section of the country. None of these conditions changed in 1917. There were some efforts made to hold back in the elevators grain not in immediate need, but against this relief there was the new factor of a greatly enlarged traffic in the Eastern territory of raw materials entering into munitions manufacture, coal to keep the furnaces going and iron and steel and lumber to carry out the shipbuilding program in the yards along the Delaware and at Newport News. Then, for every man who went to a training camp or entered a cantonment, there were at least three members of his family or friends who wanted to visit him and they have added from 25 to 50 per cent. to the passenger-train mileage of various railroads in the congested industrial territory east of the Ohio River.

Through this territory there were also made to pass the foodstuffs from beyond the Mississippi river for export to Europe at Atlantic ports. Instead of sending livestock from Fort Worth, Texas, to Galveston, the natural shipping port, it was hauled nearly 2000 miles east and north to New York. This saved some time in getting it to its European destination, but it backed up a lot of other traffic equally important. Again, upon industrial centers already overloaded and incapable of distributing their

products from inadequate transportation facilities, were piled new industries whose requirements of raw materials increased the strain on the railroads and whose output of finished goods was added to the stores of unmovables that lay along car tracks or in warehouses. Eventually the throat through which this traffic had to pass became choked, freight accumulated back of Pittsburgh and moved slowly between that center and the export ports on the Atlantic, and a condition analogous to a log jam developed.

#### HOW THE ROADS DEALT WITH IT

The Railroads' War Board sent a dozen of the most energetic and capable operating officers into the Pittsburgh district to break the jam, giving them authority to pool all equipment, route traffic over lines of least resistance as to grades and distances, commandeer engines and operatives from the territory west of Chicago, throw into service the United States Army engines completed for France but still on the wharves, and to take off passenger trains that interfered with freight operations. It had done all these things and was lifting the embargo when the first cold snap settled down over the East. Then Congress returned to Washington for the winter session.

The question may be fairly asked, Is a national railroad policy to be determined on evidence temporarily applying to only one-tenth of the railroad mileage of the country? There is no great disturbance to business because of congested tracks or overfilled terminals west of the Mississippi or south of the Ohio River. What is known as the "railroad situation" exists in but three of the forty-eight States of the Union, viz., Pennsylvania, West Virginia, and Maryland. It is centered on two big trunk-line systems. Elsewhere there is no greater dislocation than has occurred before—not nearly the general stoppage of freight movement that took place in 1907.

#### THE RAILROAD AND THE COAL PILE

Whatever is to be the destiny of the railroads of this country, it will be bound up with the subject of coal. It was the rising coal bill of the carriers that brought them before the Interstate Commerce Commission with a plea for higher rates. It was the fact that coal was not being moved to the satisfaction of the Fuel Administration in Washington that precipitated the agitation for government authority over the rail-



THE OPERATORS ARE TRYING TO MAKE UNCLE SAM UNDERSTAND SOME OF THE DIFFICULTIES OF RAIL-ROADING IN WAR TIME

From the *Tribune* (New York)

roads and sent a chill over the business and banking worlds where government ownership spelled losses of great size on investments and brought up the picture of the inefficiency of state-operated roads in France and Italy.

#### ACTION OF THE INTERSTATE COMMERCE COMMISSION

The railroads had twice stumbled over the coal pile when the Interstate Commerce Commission did an astonishing thing. It leaned down and tried to pick them up. For years it had been trying to see just how little it could give, how far it could take away, and still preserve the credit of the carriers. Like the railroads and the employees of the railroads, the commission did not relish the idea of government ownership. Before it was an application for a 15 per cent. increase to the Eastern carriers on those commodities not included in the June rate advance. Asked for bread the Commission, on December 5, gave the railroads some yeast. It recommended that Congress remove the anti-trust laws against pooling,

allow the unification of the railroads for the period of the war, and possibly guarantee to them their pre-war average of net earnings, so that interest and dividends might be maintained, whatever the fortune of the particular road whose traffic was disjointed in the common cause. Eight members of the commission said these things, but the ninth plainly told the railroads that they were incompetent and had not lived up to their opportunities. The blame of the one had a greater reaction on Congress than the side-stepping of the others.

The efficiency of the railroads since the war began is subject to proof through easily available statistics. This is relative to their past performances. These may not have been as good as they should have been, but we have always had the word of unprejudiced European railway managers that the American lines were conducted with greater skill than all others. The trouble was that each manager looked upon his road as a complete entity and was absorbed in it as an individual problem, failing to see its relationship to the transportation of the country as a whole. He has fought and crippled all initiative in water transportation when he should have nursed it. He has jealously guarded his own terminals when he should have made them a common operating ground in the interest of a national development. From the extreme of pooling he went to the extreme of overcompetition. But, so far as he worked for one property and for one set of stockholders he worked well and conscientiously, but not with overmuch vision.

#### AFTER THE WAR, GOVERNMENT OWNERSHIP INEVITABLE

It does not appear probable at this writing that the Government is to interfere greatly with the manner in which the railroads are now being operated. It will undoubtedly demand a closer supervision of management and satisfy a public craving for centralized authority by placing a government officer in charge of the question of priority of shipments identified with government work. Priority has been much abused and is responsible for a great deal of the confusion and congestion. Whatever happens now, government ownership after the war seems to be one of the inevitable developments.

# NITROGEN, THE UNWILLING CONSCRIPT

BY WM. H. WAGGAMAN

(Scientist in Fertilizer Investigations, Bureau of Soils, Washington, D. C.)

**N**ITROGEN, a colorless, odorless, tasteless gas, and the most abundant element known existing in a free and uncombined state, is absolutely essential to plant and animal life and of the utmost importance in art and industry.

The atmosphere is the vast reservoir from which nitrogen is drawn to form active nitrogenous compounds. While the air we breathe consists of nearly four-fifths nitrogen and one-fifth oxygen, these two gases are not combined but only intimately mixed, and the great bulk of the nitrogen plays only a passive part.

When we fill our lungs the oxygen of the air revivifies and purifies our blood and in so doing combines with carbon to form the compound known as carbon dioxide, which is expelled when we exhale. Nitrogen, however, enters and leaves our lungs unchanged.

In this one instance it is the very inertness of nitrogen which makes it of the greatest value; for if the oxygen of the air were not greatly diluted with this inactive gas all mankind would soon perish of overstimulation. Moreover, corrosion and decay would take place with appalling rapidity, and combustion would be so enhanced that what is now a harmless fire would become an uncontrollable conflagration, destroying all oxidizable substances, including iron and steel.

Nitrogen, therefore, when uncombined with other elements, is an extremely inactive substance. Its main desire (if we may so express it) is to be let alone and for centuries it resisted every effort of man to cajole, wheedle or force it into combination with other elements. But when finally combined with or wedded to other elements, nitrogen produces very active compounds so important that our existence depends upon them.

## IN COMPOUNDS EFFICACIOUS

Combined nitrogen forms some of the most active fertilizers, the most corrosive of acids, the deadliest of poisons and the most powerful of explosives. Our daily bread

and much of the gold with which it is purchased are obtained by the aid of combined nitrogen. Refrigeration, which makes possible the storing of vast quantities of food-stuffs which would otherwise be lost, has been made feasible only by a simple nitrogen compound. Combined nitrogen is directly responsible for our clothing, whether it be made of cotton, wool or silk, for both plant and animal life require constant supplies of sustaining nitrogen compounds.

The three simplest and most useful compounds of nitrogen, and those from which most of the others are derived, are ammonia, a compound of nitrogen and hydrogen; nitric acid, a compound of nitrogen, oxygen and water; and prussic acid, a compound of nitrogen, carbon and hydrogen.

While the secret of forming these compounds long baffled the most eminent scientists, nature produces them constantly.

During thunder-storms relatively small amounts of nitrogen are forced into combination with oxygen by means of lightning flashes, and in the vicinity of active volcanoes nitrogen compounds are not infrequently found; it is thought that they are formed through the exposure of molten rock to an atmosphere of nitrogen.

By far the greatest quantity of the nitrogen of the air, however, is converted into active nitrogenous compounds through the agency of bacteria. On the roots of certain plants known as legumes—the most familiar of which are peas, beans, and clover—occur little lumps or nodules containing nitrogen-fixing bacteria which actually store up nitrogen from the air and convert it into forms readily available to crops. Although the nitrogen thus annually “fixed” is the smallest fraction of a per cent. of the amount present in the atmosphere, the actual tonnage formed is really very great and the continued fertility of the soil depends largely on the work of these microscopic organisms, for it has been proved beyond doubt that nitrogen compounds are essential to all plants.

## CHILEAN NITRATE AND ITS USES

The greatest natural supplies of combined nitrogen occurring in any one place are the deposits of nitrate of soda in Chile and Peru. Here in a rainless region, far above the level of the sea, the products of organic fermentation have accumulated for centuries and have resulted finally in immense beds of "Chile saltpeter," which have now been commercially exploited since 1830.

"Chile saltpeter" is probably responsible for more constructive and destructive work than any other mineral compound existing in nature. It is applied as a top dressing for many crops and because of its quick action in the soil is used by truck-growers to force their crops for the early market. A considerable tonnage of nitrate of soda is annually consumed in the manufacture of sulphuric acid, among the most useful and indispensable of chemicals. A mixture of sodium nitrate, sulphur, and charcoal forms black powder used chiefly for blasting purposes.

## NITRATES IN EXPLOSIVES

Just at present the greatest demand for nitrates, both the natural and those artificially produced, is in the manufacture of nitric acid, which in turn is used in the production of high explosives, such as nitrocellulose, nitroglycerine and nitrotoluol. The nitrogen in these complex compounds is not firmly bound to the other elements, but has a tendency to break away and return to the free and uncombined state as soon as the laws of chemistry permit, and it is this tendency which makes such explosives so effective.

When the spark was applied to the 1,000,000 pounds of high explosives placed by the British in subterranean passages under Messines Ridge conditions were made just right for the return of more than 100,000 pounds of nitrogen to the elemental state. In its return to the atmosphere from which it was originally derived this nitrogen was accompanied by the whole top of the ridge, a thousand or more unsuspecting German soldiers, and a roar heard in London, 130 miles away.

## AMMONIA AND ITS SOURCE

The other chief natural source of combined nitrogen is bituminous or "soft" coal. When such coal is subjected to the influence of high temperatures a number of volatile products are driven off, among which are illuminating gas, coal tar, benzol and ammonia. The residue left is coke, in enormous demand for the manufacture of iron and steel.

Although gas-works and modern by-product coke-oven plants save the ammonia and other valuable by-products driven off in the coking process, most of the coke is still manufactured in what is known as the "bee-hive" oven, which resembles a bee-hive in form only, for of all wasteful industrial schemes the "bee-hive" oven is one of the worst, since it throws into the air or burns all of the by-products for which there is such need.

Gradually, however, the by-product oven is replacing the more primitive type and it is hoped that within the next decade it will be considered an industrial crime to coke a ton of coal without recovering the ammonia.

Ammonia is probably more familiar to the average person than any other nitrogen compound, yet our acquaintance with this substance is confined chiefly to the ammonia water found in nearly every household. Few know that ammonia is really a gas and that the common household ammonia is only a solution of this gas in water. When subjected to moderate pressure, however, ammonia gas is readily liquefied, with the evolution of considerable heat. If this pressure is released the liquid again enters the gaseous state and in so doing absorbs heat so rapidly from surrounding bodies that very low temperatures can be thus obtained. It is this property of ammonia which is so useful in refrigeration.

When ammonia gas is passed into sulphuric acid, sulphate of ammonia, a white, crystalline solid, is produced, which is very valuable for fertilizer purposes and is the usual form in which ammonia is shipped. Methods of forming compounds of ammonia and phosphoric acid, both of which are plant foods, have received considerable attention in the Fertilizer Division of the Bureau of Soils at Washington. Such compounds represent the most concentrated fertilizers it is possible to produce.

What is of paramount importance, just now, however, is the fact that ammonia can be oxidized and converted into nitric acid by passing a mixture of this gas and air through platinum gauze heated to redness. This is known as the "Ostwald process" of forming nitric acid and renders possible the utilization of ammonia for munitions of war.

## MORE COMPOUNDS OF NITROGEN NECESSARY

These are only some of the uses of the better-known compounds of nitrogen. For years it has been growing increasingly evident that natural sources of combined nitro-



gen would some day prove inadequate to meet the demands of the world's ever-increasing population and the enormous growth of arts and industries requiring nitrogen compounds. Since the outbreak of the war the consumption of nitrogen products has grown almost beyond belief.

It is estimated on reliable authority that Germany alone, in 1917, will produce 352,000 tons of nitrogen combined in various forms, and a single Allied drive like that on the Somme or in Flanders demands a tonnage of explosives which would require a fleet of vessels to transport.

More than a year ago Congress recognized the importance of insuring this nation an ample supply of combined nitrogen at all times, and in the National Defense Act the sum of \$20,000,000 was appropriated to provide an adequate supply of nitrogen compounds useful for munitions of war as well as for fertilizers and other purposes.

The committee appointed to investigate sources and methods of acquiring and producing nitrogen compounds embodied eminent scientists and technical men from both the commercial world as well as from the executive departments of the Government. The preliminary report of this committee has now been published and shows that important steps have already been taken towards making this country as independent for its nitrates as it is for nearly every other material needed in American industries.

#### ARTIFICIAL FIXATION OF NITROGEN

The fixation of nitrogen by artificial means has been studied for a long time, but it is only in comparatively recent years that great progress has been made towards solving this knotty problem. Undoubtedly one of the few good things which the war has brought about is the stimulation of effort in this direction. For while in times of peace the cost of nitrogen compounds is a very important consideration, in modern warfare a nation must have these compounds whatever the cost or suffer annihilation.

Were Germany not producing enormous quantities of nitrogen compounds by artificial means, the war might have ended two years ago. It is estimated that of the 352,000 tons of combined nitrogen which will be her output in 1917, 212,000 tons, or more than 60 per cent., will be produced by artificial means.

The three processes now used to fix nitrogen artificially on a commercial scale are the

arc, the cyanimid, and the Haber processes.

In the arc process air is passed through an electric arc and then rapidly cooled. Under these conditions a small quantity of the nitrogen in the air is burned and oxides of nitrogen formed, which in turn are readily converted into nitric acid. This process is not an efficient one and requires extremely cheap electric power to render it commercially practicable. Such power is available, however, in Norway, where the arc process has been in use for a number of years.

The cyanimid process consists in first smelting a mixture of lime and coke in an electric furnace until calcium carbide is formed, a compound which has had a wide use for some time in the manufacture of acetylene gas.

By exposing calcium carbide to an atmosphere of pure dry nitrogen at a moderately high temperature a nitrogenous compound known as calcium cyanimid is formed.

Cyanimid may be used directly as a fertilizer, but a considerable tonnage is now treated with superheated steam in order to produce ammonia. The ammonia in turn may be converted into nitric acid and nitrates, if desired, by means of the Ostwald process, previously mentioned.

A large plant at Niagara Falls on the Canadian side has been producing cyanimid with commercial success for a number of years. Its capacity in 1916 amounted to 64,000 tons. Several European countries also have a large output of this material.

The "Haber process" has for its object the formation of ammonia direct from its elements. This process is particularly attractive from an economic standpoint, since the power consumption necessary is comparatively slight, and both hydrogen and nitrogen can be obtained as by-products from other industries at relatively small cost. Moreover, processes which produce ammonia have an advantage over those producing nitric acid, since the former compound has a wider use than the latter in normal times, and in time of war it is a comparatively simple matter to convert ammonia into nitric acid for the manufacture of munitions.

On the recommendation of the Nitrate Supply Committee this Government has accepted the offer of one of the largest chemical concerns in the United States to use its synthetic process of making ammonia, absolutely free of royalty as long as the process is used for the manufacture of explosives and munitions of war.

# LEADING ARTICLES OF THE MONTH

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## OUR AIR FLEET IN THE MAKING

**W**ITHIN half a year a colossal industry has been created in America—the aircraft industry—and one of the latest of the arts, aviation, has taken firm root in the country that gave it birth. The story is succinctly told by Col. H. H. Arnold, Chief of the Air Division of the Signal Corps, in the *Scientific American*. He says:

Five months ago, Congress made the generous appropriation of \$640,000,000 for the establishment of aviation in this country. Within that time the groundwork of an enormous government organization has been laid, a new science built up, a new industry, new types of skilled men and machines, new theories of progress and development. All this has been done quietly, unseen by the general public, a process as unspectacular yet as vital and as sound as the long effort in laying the foundations for a skyscraper.

When war came to this country, aviation hardly existed in this country. There were barely a few score flyers, a hundred or so second-rate machines, practically neither airplane industry, training system nor general engineering knowledge. It is a fact that on April 6, America, the birthplace of aviation, had been left so far behind that its factories received contracts only for training planes by the Allies. Aviation in this country was yet to feel the stimulus of a desperate struggle of nations.

The new program called immediately for a great number of highly selected men, for methods of training them along highly specialized lines, for the design and construction of schools, warehouses, etc., for the design of planes, engines, magnetos, barometers, cameras, and scores of other accessories, none of them ever before manufactured on a large scale here, for the stimulation of industry in all these directions, and for a great general staff organization. All this had to be done in the rush of other war work, in the tremendous stress and strain upon American man-supply and American industry, in a time when shipping, ordnance, quartermasters' supplies, cantonnments, and the new line armies of a million men were making their demands on America's reserve capital.

With marvelous celerity, though in a quiet, business-like way, the two great problems—manufacture and aviation personnel—are being solved. The first step in the creation of an aircraft industry was the formation

of the Aircraft Production Board, which meant the coöperation of business men of the widest industrial experience with the Army and Navy experts. Engineering commissions crossed the ocean in both directions; measures were taken to coördinate the efforts of American builders with the agencies of production in the Allied countries; and the foundations were laid for an immense and thoroughly standardized industry at home.

It is easy to build up a new airplane or engine, but it is a very different thing to build either in quantities. Even supposing the complete plans are agreed upon, it will take a forging company, for instance, ten weeks to develop a die for quantity production of cylinders, and several weeks more to develop the steel treatment necessary afterwards, slow, unspectacular, but vitally essential work.

It was problems like these that America set itself to meet. Quantity production of airplanes, regarded as chimerical abroad, had to be worked out here as quantity production of automobiles had been. Factories had to spend months of quiet effort in developing welding machines, valve guides, and other manufacturing essentials before results could even begin to appear.

The industry has now passed beyond these preliminary stages. It is pertinent to turn for a moment to a description of "the world's greatest airplane factory" appearing in the same issue of the *Scientific American* with Colonel Arnold's article. This establishment, completed in three months, and located "somewhere in America," is only one of many airplane factories built or building in this country. It is a quarter of a mile long, employs 15,000 operatives, and probably is already turning out airplanes at the rate of fifty a day!

Colonel Arnold tells us that the Liberty motor is one

containing the best engineering principles the world over, capable of unlimited production, already in possession of the American altitude record. Factories have already been completed for its manufacture, the first deliveries are due shortly, and the possibility has opened up that



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#### THE MINIATURE RANGE

(The Air Service cadets in the gallery at the top of the picture are simulating all the conditions of an aerial observer looking down from a plane 6000 feet high, on a part of the front line trenches, actually reproduced in the map below. The instructor in the lower forefront is making various colored lights, representing various kinds of artillery fire, flash upon the map in accordance with the schedule at his right, and at varying speeds as shown by the stop-watch. The cadets must make full note on their own maps before them of the location of the shots and prepare the radio messages which they would send. These messages are checked with the actual schedule of the instructor in order to test the cadet's accuracy and speed of observation and transmission)

the engines will be adopted by the Allies also.

The production of planes has not been so quickly solved. The United States, while stimulating the production of training planes to the great extent required, spent the first few months of war in getting the last-minute details from abroad both by cable and in samples. Supremacy abroad has swayed back and forth with whichever side happened to have brought out its latest model, and the American program has had to change almost over night to keep pace with the changes there. Types have been adopted and are now in process of manufacture in all the fighting, reconnaissance, and bombing planes, but are still subject to constant modification.

Jan.—6

The Aircraft Production Board, which was under the authority of the Council of National Defense, has been organized into the Aircraft Board, based on Congressional authority, reporting to the Secretaries of War and the Navy and having general advisory powers over the whole program. Three of its civilian members and several other employees have been taken into the army and have built up the Equipment Division of the Aviation Section, now occupying three whole floors of a large office building and responsible for the spending of several hundred millions of dollars. From these sources, aided by American officials abroad, Allied officials here, the Bureau of Standards, the National Advisory Committee on Aeronautics, etc., are coming in the threads which are building up the airplane industry in this country.

An even more formidable problem than the one of construction was that of finding and training aviators for the coming air fleet:

For flyers, men of cool-headedness and responsibility, well educated, with strong lungs, heart, and sense of balance, are being selected. For enlisted men, radio operators, mechanics, etc., the same specialized standards have been set. Naturally, the difficulties in building up a large force at emergency speed have been great, and while there are tens of thousands of men suitable for the work, the trouble has been to locate them immediately. We are frank to admit that we are not now getting enough of the right sort of men with the rapidity wished for, mostly because it takes time to establish contact with those desired.

But the initial getting of personnel is only the start of the problem. Every man, though specially selected, must undergo an intensive training to focus his specific ability on aviation problems. During these past months, schools have been built, courses of study mapped out, instructors obtained, and pupils set to work in no less than nine distinct branches. There are now operating schools for pilots in three degrees—ground work, preliminary flying, and advanced flying; for observers; for balloonists; for radio operators; for photographers; for supply officers; and for mechanics. The first flying field was finished in six weeks, the second in eight, and the others as fast as they were needed to take pupils.

Those early weeks of construction work were not lost, however. Men were actually under instruction while the flying schools were being built. A number of large engineering universities co-operated with the government in establishing preliminary ground school courses, and upon the graduation of the first class from those schools the first new flying school was ready for the second step in training. Here the prospective pilot has a thorough course of preliminary flying instruction, after which he goes to an advanced school for his final acrobatic and squadron formation work. The care with which the student has been selected and surrounded is reflected in the

fact that only six air fatalities have occurred in a program for training thousands of new and inexperienced men.

In all this work America has been splendidly aided by the Allies. The courses of instruction throughout have been drawn up largely on Allied experience and in consultation with Allied officers. Scores of the best airmen of England, France, and Italy have been in this country for months, some at Washington, the majority out on the fields in direct contact with this country's new air force. Similarly schools in Allied countries have been thrown open to American aviators in the most whole-hearted way.

## THE LABOR UNIONS AND SHIPBUILDING

**A** WARNING in regard to the attitude of the labor unions towards the production of ships comes from the Pacific Coast in the form of an article by Walter V. Woehlke in the January *Sunset Magazine*. This writer is disposed to be fair to the unions in respect to all reasonable and legitimate demands. Everyone knows, of course, that the cost of living has gone up enormously, and that in many lines the profits of the employers have at least kept pace with it.

Common sense, patriotism, and decency dictate that those who make the increased profits possible should be most generously compensated for their labor. If ethical considerations have no weight with the employer, then ordinary business acumen would compel him to offer the best possible wages and working conditions in order to retain his old men and attract new ones during a period when skilled and unskilled labor the world over is not to be had except at a premium.

Mr. Woehlke contends that on the Pacific Coast, and especially in the shipyards, this premium has been paid and that the pay-rolls show it.

Youngsters in their teens with only a few months' training, are credited with \$20, \$25 and \$30 a week. Riveters have earned, on piece work and overtime, from \$60 to \$100 a week at the old rates in force before the Federal Wage Adjustment Board recommended an increase of more than thirty per cent. These earnings and even higher ones no reasonable man will begrudge the workers. In this emergency, when cost is no object and maximum production is of supreme importance, no wage the employers can pay is too high if the worker will in return give the best that is in him.

The country's demands at this juncture are imperative. It must have the highest production of iron and steel manufactures. Above all, it must have ships of all sizes and materials turned out faster and in larger

quantities than ever before. It is clear enough that we have not now sufficient tonnage available to transport our million soldiers to Europe and keep them properly supplied with food, ammunition, and equipment, and this lack of transportation is apparent, even if no further losses are suffered from submarines. Supposing that we were able to send large forces of American soldiers across the ocean, but failed to supply them with food, the result would be that thousands of the boys would sacrifice health and life in vain; but if only a small force can be sent it will mean a greater duration of the war at increased cost.

The Emergency Fleet Corporation, it will be remembered, promised a million tons of shipping for next March, and merely to obtain this minimum will require the best efforts of every man now employed in American shipbuilding yards, and, as it is estimated, of 300,000 more. Hence every platehanger, every shearer, planer, puncher, and machinist is asked by the nation to exert himself in this emergency, to do more than his peacetime stint for his country, and for the excess pay he receives. Is he doing it?

This is the situation on the Pacific Coast: To turn out the minimum allotted amount of tonnage on schedule time, the yards will have to work in at least two eight-hour shifts. To reach their full capacity, three eight-hour shifts are necessary. To-day they are working one shift of eight hours plus overtime, and they are short-handed even on this one shift. Thousands of men are needed to bring the gangs swarming over the hulls to full strength.

Mr. Woehlke's study of the capacity of riveting gangs leads him to conclude that the cost to the government for driving 10,000 rivets should be \$400, whereas the actual performance in Pacific Coast shipbuilding

shows that many times \$400 is paid for this number of rivets. The production of twenty-five riveting gangs per day should be 10,000 driven rivets, instead of 1277 rivets, which was the recorded output of twenty-five gangs employed in the Pacific Coast ship yards. This is a little more than one-eighth of the required production; but, supposing that all the riveters could work at the same speed continuously, Mr. Woehlke shows that the output of the yards would be only one-half of what it was before the war.

Taking the Pacific shipyards as a whole, a small number of riveters will reach and surpass 400 rivets a day, but the bulk of the men is consciously and deliberately holding back. I doubt whether the average of all the yards combined, with the high record of the piece-rate workers included, will reach 200 rivets per day per gang. In all probability it is nearer 150 than 200 rivets. Accepting 300 rivets as a fair average and applying a similar ratio to all other processes, this means that the Pacific Coast yards could turn out a ship in *less than two months* when it *now takes more than three months* if union labor would give merely an honest day's work for a fair day's pay.

## CONCRETE SHIPS FOR THE HIGH SEAS

THE use of that versatile material, concrete, in building small barges, pontoons and lighters for the navigation of quiet inland waters ceased to be a novelty some years ago. Seagoing ships of concrete are another story. Such ships are now actually afloat, but whether they are destined to become a permanent factor in the world's carrying trade or only a war-time makeshift remains to be seen.

Several articles on this subject have lately appeared in the technical journals. Writing in the *Scientific American*, Mr. R. G. Skerrett tells us how, to repair the ravages which the war has made in their shipping, and at the same time solve the problem raised by the scarcity of ordinary shipbuilding materials, the Norwegians more than a year ago equipped a plant for building concrete ships at Moss, some forty miles south of Christiania.

The work at this establishment has been referred to in a general way by our Consul at Christiania but since then much has been achieved that is well worthy of mention in some detail, since through it Norway now has to her credit the first self-propelled, seagoing concrete ship. This craft, the *Namsenfjord*, has accomplished a round trip between Christiania and the British Isles, which, by the route chosen for safety's sake, involved a total journey of about 2000 miles.

The *Namsenfjord* is a single-screw vessel driven by a heavy-oil engine of the Diesel type, and her displacement is in the neighborhood of 500 tons. She carries enough fuel for the outbound and the return voyage, and was built especially for service between Norway and England.

It was not long after the outbreak of hostilities in Europe before Norway felt acutely the rapidly growing shortage of structural steel materials, and it was this state of affairs that inspired Nicolay K. Fougner, who had already built some small ferro-concrete craft in the Philippines, to interest his compatriots in the estab-

lishment of a yard at Moss. The urgent need of additional bottoms found the public in a receptive mood, and no trouble at all was encountered in getting ample funds for the equipping of a plant having a potential yearly output of from 20,000 to 30,000 tons.

The first vessel undertaken at the yard was started in June of 1916, and by the beginning of 1917 the establishment had built and launched a matter of fifteen craft. Most of these were barges for coastwise towing, and it was not until a few weeks ago that the *Namsenfjord* was ready for service. The earlier boats enabled the company to feel its way in perfecting the methods now standardized, and to-day the yard has on the blocks one ship of 4000 tons well advanced, and four others begun—three of 1600 tons and one of 1000 tons, all of which will be driven by Diesel engines of the Bolinder type.

The same company is also constructing a lightship of reinforced concrete for the Norwegian Government, and when this vessel is ready she will be stationed in the stormy sweep of the Skagerak. The yard is building, besides, a big tugboat of the same material.

The distinctive feature of the Fougner method is the need of a minimum of fabricated steel, and such as is used is in the form of either straight bars or metal lath. This latter is similar to that employed so extensively here in the get-up of many of our reinforced concrete buildings. This means that steel ribs or built-up frames, such as are required in some of the American designs of concrete ships, are not called for in the Fougner system. In short, the very fabricated steel that costs most and is pressingly demanded in the building of all-steel ships, has no place in a Fougner craft. The materials required are those that can be readily had and at relatively low cost.

In the building operation the high-priced labor of the steel worker and the riveter is dispensed with, and the concrete finisher is substituted. The latter is not of the so-called skilled labor class, and it is possible to qualify the ordinary worker in a brief while. By means of the clever arrangement of his steel lath, Engineer Fougner is able to form the hull walls of thicknesses ranging from a maximum of only four inches down to thinner sections of but two and one-half inches. Not only that, but his hull is a homogeneous





Press Illustrating Service

## HOW THEY BUILD CONCRETE SHIPS IN FRANCE

body, and the union between his concrete and his embedded metal is perfect.

Engineer Fougner does not have recourse to molds as the term is ordinarily understood in concrete construction. He forms his metal lath in a double wall and pours his cement in between. Some of the concrete, of course, works through the perforations and takes the shape of knobs upon the two outer surfaces. These knobs form, in turn, the anchorage upon which he lays the coating of the inside and the outside of his vessels. The steel bars that constitute the prime reinforcing feature are, as might be expected, set in place between the two separated walls of metal lath. The outer surface of the Fougner hulls is finished by hand, and this makes it possible to obtain a very smooth skin. As a result, friction is surprisingly low; and in the case of the barges built, the boats have been found easy to tow. It is quite likely that the cement gun will be employed hereafter for laying on the bulk of the surface coatings of concrete, and only the smoothing up will be left to hand work. It has been found advantageous to resort to waterproofing, especially where the vessels are exposed to frost.

Waterproofing is effected by adding a colloidal material to the concrete at the time of mixing. As the water works out of the mass it leaves behind in each pore a deposit of colloid, and this afterwards, if reached by moisture, swells and thus plugs the passage which otherwise would admit water. The process is said to be thoroughly satisfactory. Undoubtedly this protective agency will contribute to a marked extent to the durability of the concrete fabric.

In the United States, where the more familiar mold system is the rule, even more ambitious undertakings are in progress. Mr. Skerett mentions a 5000-ton ship of concrete now in course of construction at San Francisco, and to be launched next March. Its cost is estimated at \$750,000, against \$2,000,000 for an ordinary steel ship of the same size. Montreal and Seattle are also centers of concrete shipbuilding.

An article in *Engineering* (London) reports that

the Committee of Lloyd's Register of Shipping have approved plans for the construction of a number of such ships up to 500 tons deadweight capacity, after careful consideration and in the light thrown on the subject by the report of one of their surveyors upon a visit to works in Scandinavia, where, owing to exceptional circumstances due to the war, more work has been done in this new departure than in other countries. The attitude of Lloyd's is an important commendation of the principle, as the supervision of building operations for classification in their register, carrying as it does insurance of underwriting, is certain to encourage the use of ferro-concrete as a constructional constituent for certain types of craft.

The same article sets forth in detail the engineering problems involved in the construction of concrete vessels capable of withstanding the stresses of an ocean voyage, and possible deteriorating effects of the salt water without and the waste oil from the motors within. An account is also given of the novel plan adopted in one Norwegian yard of building the vessels bottom upward, for facility in arranging the reinforcement of the concrete. They are launched in this inverted position, and right themselves after entering the water, owing to the presence of air in the upper compartments and water in the lower.

Lastly, an article in *Nature* (London), in discussing the economic aspects of these undertakings, says:

Ferro-concrete vessels weigh considerably more than steel vessels of corresponding dimensions; hence their cargo-carrying capacity is less. This will probably make it impossible for them to compete against steel vessels in normal times. Owing, however, to the ease with which repetition orders for vessels of the same size can be executed, and to the reduced quantity of steel required in their construction, their production will certainly be useful during the war.



Photograph from Kadel &amp; Herbert, N. Y.

## CONCRETE BOAT BUILT AT THE ORDER OF THE UNITED STATES GOVERNMENT

(Boston builders state that they can turn out ships of 3500 tons in sixty days)

## HJALMAR BRANTING: THE GENIUS OF THE SOCIALIST PARTY IN SWEDEN

"THE strong man of Sweden" is the title given by David Edstrom to Hjalmar Branting, the leader of the Social Democrats among the Scandinavians. Writing in the *Saturday Evening Post*, the well-known Swedish-American sculptor declares that in his great work of making a free democratic Sweden, Branting has each year achieved some vital reform by his personal will and force, in spite of bitter opposition from the radical wing of his own party on the one hand, and from the pro-German party, which includes the King, on the other. Thus it is to him that the people are indebted for better homes and better wages, for libraries and for free speech, for garden cities and improved sanitation, for loan banks for the poor, for general suffrage, and for picnic clubs—truly a notable list of the things that make for public welfare and happiness.

Branting is the subject of an appreciative study in *Le Correspondant* (Paris) for November 10. We learn from this that he was born in Stockholm in 1860, his father being Professor Branting, the favorite pupil of the famous founder of the system known as Swedish Gymnastics, Professor Henrik Ling. Beginning his studies under his father, the famous statesman continued them in a school for the upper classes, where he had as his fellow-students the present king and the other royal princes. Later, at the University of Upsala, he devoted himself particularly to mathematics and astronomy. But on leaving the university his ardent spirit adopted eagerly the liberal ideas of which such men as Strindberg and Brandes were leading exponents and became definitely radical and anti-conservative.

He completely abandoned a scientific career and made his debut in journalism. After a few random articles he became the editor of *Tiden* (The Times), a small radical journal with socialist tendencies. Thenceforward politics entirely absorbed him. The success he obtained as the director of *Tiden* was relative. Personally he became more and more socialist—one of the most advanced in Sweden. He soon quitted the *Tiden* to undertake the control of the *Social-Demokraten*, the journal founded by Palm, the tailor who founded the Socialist Party in Sweden.

From this moment he devoted himself completely to the propaganda of his ideas. An indefatigable worker, of a robust health, which he owed to his paternal education, he not only occupied himself actively with the direction of his

journal, most of whose leading articles were written by himself, but organized meetings which he addressed with eloquence. He was active everywhere, in the assemblies of the trades unions, in the regulations of the various workmen, in all the manifestations of labor. In a short time he became the most eloquent orator of the Social Democrat Party, the one most in evidence and the one most listened to. Incessantly attacking the Conservatives, he did not confine himself to harassing them in every way, but took pleasure in provoking attacks against himself. The socialist movement was most felt in the capital, but the great majority of the provinces still remained conservative. A provincial journalist published a blasphemous article. He was prosecuted and convicted by a provincial jury. Branting republished the article *in extenso* to see if a jury in the capital would convict as well as a provincial jury. He had the desired proof, for he was sentenced to three months in prison. Nevertheless the social-democratic movement made great progress.

This progress was in spite of the fact that the vote was at that time based on income, while the party was largely recruited from working men. However, after two failures to obtain a seat in the Riksdag, Branting was elected to that body in 1896, becoming the first Swedish Socialist deputy to the Diet which opened in 1897. Since then both his party and his personal influence have steadily increased, until the elections of 1914 resulted in the obtaining of 87 seats out of the 230 in the Second Chamber, and 13 of the 150 in the Senate.

The elections held last September were marked by great bitterness between the conservatives and the social democrats, the latter making use of the Luxburg documents in the Argentine affair. On September 16 they made a great public demonstration in Stockholm.

Branting and seven other of the most prominent members of the party delivered addresses marked by great violence, affirming in a long resolution adopted with enthusiasm and published later throughout the country, that they were fighting for the objects which, from the beginning of its existence, had been those of the International Social Democracy, against war and militarism, for peace and justice, against secret diplomacy. This manifesto violently attacked Germany and was in fact, not only a social manifestation, but one in favor of the Allies. The conservative press, with even more violence, denounced the Allies, seeing them behind the Socialists, and accusing them of "wishing to drag Sweden into the dance of death of the black, white, and yellow peoples around Germany" and of "pushing Swe-

den into the abyss of misery into which the Entente had already thrown Italy, Rumania, Portugal, and Greece, hiding under the mask of democracy a pitiless plutocracy driving the abused masses before them like sheep to the slaughter."

We pass over the account which follows of Swedish politics and the conflict between these two parties and the third, or "Liberal," party, to resume the sketch of Branting.

Finally, after long negotiations, a mixed ministry was formed, having at its head a Liberal and composed of seven Liberals and four Social Democrats, including Branting as Minister of Finance. On October 19 it came into power, having for its program the maintenance of strict neutrality, the suffrage of women, and the unrestricted communal vote. On the same day Branting announced in the *Social-Demokraten* that, on account of his entry into the Cabinet, he would quit the post of chief director of that journal, which he had occupied for thirty-one years.

At first view, it is true, this cabinet seems more Liberal than Socialist, but the strong personality

of Branting, the revolutionary character of his career, the confidence he inspires in his own party, which he completely dominates, his indisputable honesty, the immense progress of socialism in Sweden, which is almost entirely due to him, and his great political skill make it "a Branting ministry."

The closing paragraph gives this vivid portrait of the new minister's striking physical personality:

Vigorous, with broad and slightly stooping shoulders, with an eye which is piercing and often hard when he is stirred, endowed with a powerful voice which carries clear and vibrant to the last rows of the crowds in big meetings, he is an orator. He speaks almost entirely without notes, and, gifted with an extraordinary memory and strong lungs, enabling him to answer heckling without fatigue, he replies to all his opponents. One of the ministers of the last conservative cabinet called him "an opportunist revolutionary." The phrase is neat and sufficiently exact.

## AMERICAN RULE IN MEXICO

THE first instance of American occupation of hostile territory for longer or shorter periods was the Mexican War of 1846-48. During the Spring, Summer and Autumn of 1846 and the Winter of 1846-47 most of the important Mexican towns were taken by siege or surrendered, and the capital itself capitulated in September, 1847. Our troops did not evacuate the country until the middle of 1848. There was, therefore, an opportunity to exhibit the character of American rule in alien communities for a considerable length of time. An interesting study of the facts of record in connection with the American occupation of Mexico is contributed by Mr. Justin H. Smith to the *American Historical Review* for January. Taking as the field of his investigations, not the archives at Washington, but the story of what really happened in Mexico, Mr. Smith groups the things that were done by the Americans there in four general classes:

First, the direct relations of our commanding officers to the people; secondly, their relations through Mexican officials; thirdly, their relations through the behavior of their troops, and finally, their relation to the Mexican Civil Administration. To secure data covering these points Mr. Smith has searched the reports of American and Mexican officers, the dispatches of foreign diplomatic and consular agents, local archives, news-

papers, diaries and private correspondence.

It is impossible in this brief digest even to summarize the body of evidence under these several heads as arranged and set forth by Mr. Smith. For the detailed treatment of the topic we must refer our readers to the *American Historical Review*. We are interested, however, in the concluding paragraphs of the article. Mr. Smith finds that on the whole, though much that was deplorable and even inexcusable occurred in the north of Mexico and unfortunate incidents happened elsewhere, the history of the American rule in Mexico in 1846-48 was distinctly creditable to us. General Scott, a veteran of the War of 1812, well versed in the conduct of military campaigns, asserted that his troops displayed "the highest moral deportment and discipline ever known in an invading army." The British *chargé d'affaires*, after making careful inquiries all the way from Vera Cruz to Mexico City stated with reference to our troops that "even from the account of the Mexicans themselves they seemed to have behaved very well." A leading Mexican, Gutierrez de Estrada, said to his fellow Mexicans, that the Americans occupying the country insured them security of person and possessions and all proper satisfactions better than their own governments had ever done. General U. S. Grant, who served in the war as a regular

army officer but who is known to have been opposed to it as a matter of national policy, said afterwards: "I question whether the great majority of the Mexican people did not regret our departure as much as they had regretted our coming."

After considering from impartial standpoints the whole course of American rule in Mexico, Mr. Smith concludes:

When one considers the relative infrequency of serious outrages and the relatively small number of individuals injured, the great sums of money paid for labor and supplies, the reduced prices of almost all manufactured articles, the prevention of brigandage, insurrections, and civil as well as military extortion, tyranny, and outrages, the promotion of trade and commerce through the removal of excessive taxes upon them, the good ideas of municipal administra-

tion often exhibited by the governors of towns, and the fine examples of subordination to authority, both military and civil, presented by all grades of our troops from the private up to the commander-in-chief—when these things are considered, one may well feel that our rule was a blessing to the people who experienced it. Nor did this fail to be recognized broadly.

More extraordinary, however, than any of the individual opinions cited by Mr. Smith is the historical fact, hardly paralleled in any age or among any peoples, that one of the principal difficulties—perhaps the greatest of all—in the way of negotiating a treaty of peace with Mexico was "the desire felt by a large part of the nation that we, their victorious adversaries, though never in reality their enemies, should subjugate and permanently rule the entire country."

## MUSIC'S HELP IN WINNING THE WAR

IN recent issues of the *Art World* and of the *Baltimore Sun*, Mr. Edwin Litchfield Turnbull calls attention to the great war service that can be rendered through good popular music in arousing patriotism and in stimulating emotion into actual deeds. Mr. Turnbull, who has for years been foremost in his State of Maryland in working for the extension of musical education and recreation for the masses, says:

In literary merit and patriotic fervor the words of our national song are surpassed by none. We frequently hear the music criticized, chiefly on the ground that it is difficult to sing, the range extending from the B at below the staff to F above. But it should be remembered that in every audience there are both high and low voices, and that when supported by a full orchestra or military band the whole effect may be excellent.

If there were no singing at all—and the average American seldom knows the words of even the first verse—the anthem played as an instrumental number would be very impressive. No one who has heard it played by the full Marine Band on the steps of the grand old Capitol in Washington while "Old Glory" slowly fluttered down from the flagstaff above the dome, the audience of thousands with heads uncovered, and the soldiers and sailors scattered among them standing at rigid salute, could deny that the music has an impressive dignity, or that it is very much more appropriate to Key's verses than to the frivolous words of the old English drinking song for which the melody was originally composed ("To Anacreon in Heaven").

Mr. Turnbull regrets that the good bands of our country should be so few in comparison with the splendid government bands of Europe.

I recall with special pleasure the concerts in the Piazza San Marco by the fine military bands of Venice; on the Pincian Hill by the wonderful Municipal Band of Rome; in Edinburgh by the picturesque kilted band of the Royal Scottish Highlanders; by famous English regimental bands in Hyde Park, London, and in Munich by the magnificent bands of the Bavarian Army. There is nothing corresponding to such occasions as these in our musical life, excepting perhaps the summer concerts of the Marine Band in Washington. Most of our summer concerts are given by civilian bands which do not compare in any sense with the superb foreign bands alluded to. It often happens that in order to get a contract for municipal concerts in an American city the leader of the band is required to be more of a politician than a musician.

A most inspiring example of what martial music can accomplish to quicken the pulse and arouse national spirit was the great concert given in Baltimore under the auspices of the local Liberty Loan Committee by Sousa and his snappy navy lads before an audience of 25,000 people in the Fifth Regiment armory. There can be no question but that the huge audience was stirred to a pitch of patriotic fervor never before witnessed in Baltimore.

When it came time to pass the hat, the magnificent sum of \$20,458,000 was subscribed for Liberty bonds, about \$200,000 of which was in small subscriptions of \$50 and \$100.

No doubt the fact that the husky young musicians were all enlisted in the service of Uncle Sam, and that they were fighting for their country just as effectively with trumpets and drums as if they had carried rifles in their hands, had much to do with the enthusiasm of the audience.

But only United States musicians could have brought forth such a magnificent response to the call of their country. While civilian bands have done much to aid patriotism, it is not possible for them to compare in military snap, patriotism and discipline with members of the United States Army and Navy.

# THE ISHII-LANSING AGREEMENT BETWEEN JAPAN AND THE UNITED STATES

BY the signing of the Ishii-Lansing Agreement, supplementing the Root-Takahira Agreement of November 30, 1908, the United States recognizes the legitimacy of Japan's claim of special interests in China. This agreement, dated November 2, 1917, reads thus:

## EXCELLENCY:—

I have the honor to communicate herein my understanding of the agreement reached by us in our recent conversations touching the questions of mutual interest to our governments relating to the Republic of China.

In order to silence mischievous reports that have from time to time been circulated, it is believed by us that a public announcement once more of the desires and intentions shared by our two governments with regard to China is advisable.

The Governments of the United States and Japan recognize that territorial propinquity creates special relations between countries, and, consequently, the Government of the United States recognizes that Japan has special interests in China, particularly in the part to which her possessions are contiguous.

The territorial sovereignty of China, nevertheless, remains unimpaired and the Government of the United States has every confidence in the repeated assurances of the Imperial Japanese Government that while geographical position gives Japan such special interests they have no desire to discriminate against the trade of other nations or to disregard the commercial rights heretofore granted by China in treaties with other powers.

The Governments of the United States and Japan deny that they have any purpose to infringe in any way the independence or territorial integrity of China and they declare, furthermore, that they always adhere to the principle of the so-called "Open Door" or equal opportunity for commerce and industry in China.

Moreover, they mutually declare that they are opposed to the acquisition by any government of any special rights or privileges that would affect the independence or territorial integrity of China or that would deny to the subjects or citizens of any country the full enjoyment of equal opportunity in the commerce and industry of China.

I shall be glad to have Your Excellency confirm this understanding of the agreement reached by us.

Accept, Excellency, the renewed assurance of my highest consideration.

Commenting on this document in the *World Court* for December, 1917, Mr. Edward L. Conn admits that Japan has acquired through the negotiation of the Ishii-

Lansing Agreement certain legitimate advantages from the United States. That such a concession was won with so great ease, he regards as a tribute to the ability of Viscount Ishii. However, the agreement does not prevent the United States from remaining China's special friend and in every proper way America will continue to befriend the people of the Republic of China.

In expressing the Japanese view of the Ishii-Lansing Agreement, Mr. Kenkichi Mori declares that the mutual understanding effected by the frank exchange of views between the United States and Japan in negotiating this agreement will be the key to future concerted action of the two countries in the Far East.

A Chinese view of the agreement, outlined by Stewart E. S. Yui, criticizes the chief provisions of the agreement "as ambiguous, conflicting, and subject to interpretation."

Professor J. W. Jenks, an American with strong Chinese sympathies, thinks that the United States and Japan have rendered a great service to China and incidentally to the rest of the world by this agreement. For one thing, the agreement makes a strict limitation of "special interests" to those arising from territorial propinquity and accompanies this limitation by a renewed solemn obligation on the part of Japan to respect the sovereignty and independence and territorial integrity of China, while at the same time, the Open Door policy of the United States is again formally recognized by the Japanese Government.

Professor Jenks feels that Japan has a legitimate field of enterprise in China as long as the Chinese make agreements willingly, without political pressure. He also feels that Americans will do better to invest freely in China and to make such investments independently. He thinks that such a course would be better for both China and the United States and he does not see how the Ishii-Lansing Agreement should have any effect that would discourage such investments, although an interpretation may be given it that will produce the directly opposite effect.



# EUROPEAN VIEWS ON WINE AND BEER DRINKING

UNTIL recently, American advocates of total abstinence and prohibition of the liquor traffic have not hoped for general acceptance or endorsement of their propaganda in European countries where the drinking of beer and light wines is prevalent. The war, however, has made public opinion in those countries far more hospitable to every form of effort that has for its object the elimination of drunkenness and waste.

In the *Survey* (New York), for December 8th, an officer of the French Army appears in the unexpected role of exhorter to American soldiers on the insidious evils of the light wines that are made and consumed so extensively in his own country. Colonel Azan, who was recently wounded, has been giving instruction at the Reserve Officers' Training Camp in connection with Harvard University, and lecturing at Lowell Institute, Boston. He says: "Tell the American people that they are in danger of making a mistake about our light wines."

In the following paragraph Colonel Azan makes his aims perfectly clear:

The idea that our French wines, ranging from 10 to 23 per-cent. of alcohol, are harmless, is worse than nonsense. I have been at the front for months now and have had my men drunk again and again from drink known as our light French wines. The fact is, men are not satisfied with a thimbleful of wine. They drink one bottle, two bottles—before you know it they have really drunk as much alcohol as when they take whiskey, and the result is the same—drunkenness. I tell you, drunkenness at the front is an abomination, and if you want to prevent it you have got to stop wine drinking just as much as distilled liquor drinking.

Knowing that many American troops in France will be quartered with French families in their cottages, and will be frequently invited to partake of wine and fruit brandy, Colonel Azan makes this additional suggestion:

It is imperative that your men shall be able to say, "The commander-in-chief of the American Army has forbidden me to drink any wine, beer, cider, or distilled liquor while in France. A good soldier is obedient; therefore I cannot drink with you." The French love military obedience, and in a few days they will say, "Don't ask the American boys to drink—it makes them disobey their commander. We want them to be obedient soldiers."

In the towns where the Americans go on fur-

lough, I believe the French commander of the place and the American commander of the place should post a notice saying that the American troops are asked by their commander-in-chief not to drink any wines, beer, cider, or distilled liquors, therefore we ask every merchant in town not to sell any alcoholic beverage to them. If any man does sell to them, we ask the mayor of the town to close his saloon, and we suggest that the commander would place a sentry in front of the saloon.

As a matter of international courtesy, the French people will bow to the total abstinence of America, for in their hearts they know it is the only way to get any efficient treatment of that military abomination—drunkenness.

Speaking from his own observation regarding the rum ration customarily given to soldiers just before they go over the top, Colonel Azan said:

There are boys who are afraid to go over the top. The idea is to give them a drug to deaden their fears, but I have found that men who do not take a rum ration before going over the top really protect themselves better after they are over than the boys whose intelligence is just a little bit lowered by rum.

In the same number of the *Survey*, a French officer, whose name cannot be given because he has not obtained permission to speak on this subject, is quoted by Mr. Virgil V. Johnson as saying in connection with comment on the suppression of venereal disease in France:

"The sale of all alcoholic liquor to men in uniform is strictly forbidden. Light wines and light beer are still permitted.

"As to this last point, the French Government, in connection with the American Army, has made it clearly understood that this last privilege would immediately be taken away if it were abused, and this ruling has already been put into effect in regard to champagne, in which some of the American soldiers landing in France indulged without enough reserve."

If one may judge from editorial articles in the *Spectator* (London), the anti-alcohol campaign in Great Britain is lagging behind that in France. In its issue for October 13th the *Spectator*, having in mind not the drunkenness of soldiers, but the food waste of the civilian community, protests against the continued increase of beer barrelage promoted by the British Government. The editor reminds his readers of the government's solicitude for economy in food consumption

and intimates that in view of the wide latitude granted to the brewers, its exhortations are lacking in sincerity:

They [members of the government] urge us upon every platform, through every newspaper, and in innumerable publications to exercise economy, and to save every ounce of food we can do without, if we want to make sure of beating the Germans, but the word "beer" or "alcohol" is never mentioned. We are told to economize in meat, in milk, in cheese, in butter, in bacon, in sausages, in dog-biscuit, in petrol, and in hundreds of other things, but one word is always missing. About beer or alcohol there is a complete and most successful conspiracy of silence.

During the last few days the warnings to the nation about economy have become more urgent than ever. We are evidently being prepared for more drastic regulations all along the line. We have stated over and over again our strong conviction that it is almost hopeless for the government to appeal to the country with an appearance of sincerity when they themselves not only tolerate but encourage a widespread waste of food. For this is what the brewing of beer means. It consumes barley, and it also consumes sugar. It does this at a time when sugar is short in every

household in the land, and housewives are being urged to cut down their consumption of bread to the last possible crumb. We do not write as teetotalers. We have no idea of condemning beer as a drink. All we say is that the brewing of beer automatically carries its own condemnation in such times, as these on the terms which the government themselves have stated. There is no food to waste, yet food is being wasted in the form of beer.

The editor intimates that he no longer has hopes that the policy of prohibition during the war will be realized, but he makes this suggestion:

Why should the drinker of beer have a position of peculiar privilege? Why should not an appeal be made to him to ration himself? Such an appeal is made to everyone who consumes food. Why then not to the man who consumes food in the form of drink? For it must be remembered that in consuming food as drink he is actually consuming a double portion of food; he eats the same amount of meat, bread, sugar, and other things as an ordinary person, and in addition he consumes barley and sugar in the form of beer.

## MICHAELIS' VIEWS ON WOMEN'S RIGHTS

THE fall of the German Chancellor, Michaelis, from power, has been almost as sudden as his rise to it. He has been in fact "a dark horse" in German politics, and since the turn of the wheel in this kaleidoscopic struggle may bring him again to the front it is worth while to seek information as to his social and intellectual viewpoint. This has been done recently by Mr. Antoine Guillard, who contributes the monthly German letter to the *Bibliothèque Universelle* (Lausanne), with the surprising result that the late Chancellor appears as an ardent champion of "Women's Rights," including suffrage!

Herr Michaelis, whose profound piety may have been one of his recommendations to the Kaiser, has been in the past a frequent contributor to *The Furrow*, a review published by the Christian Association of Students. In 1910 that journal printed an address by him entitled "Christianity and Christ in the State," wherein he took the ground that only an integral Christianity is capable of solving modern social questions. While acknowledging that some men may render eminent services to the state without being "true Christians," he declares that only men whose lives are marked by the spirit of Christ can prepare the coming of the kingdom of God on earth.

He continues:

Luther offers us the great prototype of such men. But even among men of less importance the principle holds true and is easily demonstrated. I will confine myself to two questions, the feminist question and the question of class conflict.

There can be no doubt that there is a *raison d'être* for the question of feminism. For example, who would dare maintain that it is not a considerable defect in our legislation that the woman should never be consulted in the making of laws upon conjugal relations, upon the property rights of married couples, and upon children and their care and education? It is monstrous that this should be so. So long as woman shall have no legal voice upon these matters a moral injustice will exist and all legislation will remain crippled.

And when we get to the root of the matter we perceive that it is the bad conscience of men which explains this injustice. They well know this, or at least they feel it. They well know that on the day when women come to be enlightened as to the seamy side of certain sores of humanity—prostitution, for example—their own rôle will not appear very admirable.

How many men there are, too, and most particularly in the upper social classes, who desire that their wives shall remain ignorant and inexperienced in money matters. This makes it easy for them to dispose of the family fortune as they please, making inroads on the capital if they find the income insufficient, even when it is the woman who brought the money into the partnership. How many women have been the victims of such a system, ruined after the death of the husband, or overwhelmed with debts!

Taking up the class question the ex-Chancellor declared that all its evils spring from the worship of Mammon. He quotes Ihering's work, "The Struggle for Justice" that the aim of justice is peace, saying further:

But a long-continued struggle is a great evil and shows there are faults on both sides, for if the wrong were on one side only the other side would be victorious comparatively soon. Do we not find

shepherds of society, who, entering the war against capitalism in the name of Christianity commit the grave error of perceiving "Mammonism" among employers only? Foerster says, in his work, "Christianity and the Class Struggle": "It is possible to find great millionaires who have no love of money for its own sake, while the poorest proletarian may be a servant of Mammon. Every man who is a slave of the perishable life can think only with terror of the eternal life, and that is why peace forsakes his heart."

## A GERMAN PACIFIST'S VIEWS

A RECENT article from the well-known pen of Captain Persius in the *Berliner Tageblatt* dealing with the objects of the war, the means by which it may be ended, and the possible limitation of armaments, is encouragingly moderate and conciliatory in tone. We quote from a translation offered without comment, in the *Mercure de France* (Paris), of November 1, 1917:

The German people is not willing to have its future wrecked by a blast of hate from almost the entire world. Anyone who has in view the prosperity of Germany, including its economic prosperity, must cast his vote absolutely in favor of a peace of conciliation, for it is only by such a peace that we can hope to renew our relations with the other nations.

The fact that our government has consented to the limitation of armaments is tangible proof that it desires a peace whose object is the accord of nations. We may hope, therefore, to obtain a peace which will not be, as heretofore, an armed peace, a peace serving solely to prepare for future wars, but a peace which shall bring forth, as the fruit of this frightful war, a common and united life of all nations.

Who will deny that hitherto our government has scarcely shown itself favorable to the idea of the limitation of armaments? Let us remember the attitude of our representatives at The Hague conferences—conferences in which they adopted the point of view, as they did on other occasions, that any agreement relating to disarmament was Utopian. In public, too, any proposal concerning restriction of armament and adoption of arbitration nearly always met with a harsh and stern hostility. . . . Let us have no illusions as to the future! To-day, after the events of this war, and its deplorable accessory phenomena, it will not be easy to make humanity believe that we sincerely aspire to "arrange Europe according to what is just."

By what means will it be possible to attain the ideal end of limitation of armaments? On this head opinions are greatly divergent. According to the views of some the suppression of armies and fleets would be the surest, as well as the most radical, means of guaranteeing a world peace. Others oppose this. They hold that nations will never be able to settle their disputes amiably; that if they have no arms they will know how to forge them in case of need. It is

impossible to look forward to a certain future, so that it is not possible to deny all justification to this opinion. However, it would be of benefit to humanity to disembarass itself of armaments.

It is very probable that after this war and the enormous losses of property and the gigantic taxes which will result, the necessity of devoting as small funds as possible to armaments will be imperative. The material scars caused by the war will heal fastest if the finances of the state are employed solely in fortifying economic forces.

An international tribunal of arbitration, conjoined with the realization of the American project of the "League to Enforce Peace," would be the simplest solution of the problem, and the most realizable upon the conclusion of peace; this would mean the elimination of the present anarchy in the international situation.

The objection is often made to compulsory arbitration that it would compromise the honor of a nation. What is implied by the honor of nations? Do nations rich in population possess an honor different from that of those which are poor in population? For example, a weak nation which seeks by every means in its power to avoid war with a strong and bellicose nation in no way stains its honor; quite on the contrary it is the fisher in troubled waters; it is the nation which gives free rein to its conquering instincts which really stains its honor.

If the nations are reunited, if they undertake in case of conflict to bow to a tribunal of arbitration; if, furthermore, they agree to combat the trespasser first by economic measures, and then by military measures, an excellent guarantee against the danger of war will be created. It goes without saying that, very soon, as a logical consequence of arbitration, we should have an international police corps. This police force would render quite superfluous any military force in the states taken separately. In this fashion, perhaps, we might finally arrive at complete disarmament.

Will the peoples comprehend at last, after this lamentable bath of blood and tears, that war is insanity, and peace is rational. Will their experience lead them to recognize justice and morality in international relations also? To-day this question stirs in the hearts of millions of tortured mankind. If this question is not answered when peace comes in such way as to satisfy all civilized men, then all the losses and sufferings will have been in vain; the peoples will have been deceived, and the object of the war will not have been attained.

## HOW AUSTRIA-HUNGARY TREATS THE JUGO-SLAVS

ON October 19, last, the distinguished Dalmatian Croat, poet and politician, Dr. Tresic-Pavicic, in a speech delivered in the Australian Parliament made a scathing arraignment of the Austrian Government's treatment of its Jugo-Slav subjects early in the war. The first half of this speech is reproduced in the *New Europe* (London), for November 15, 1917. The latter half has been suppressed by the Austrian Government. We quote several paragraphs in which Dr. Tresic-Pavicic speaks from personal observation and experience. *New Europe* states that the charges remain unanswered and are ignored by the German and Magyar press.

Upon the outbreak of war a veritable tempest of destruction was let loose upon all Jugoslav patriots. . . . All the nationally enlightened, responsible, and honest elements of the male population were arrested, interned, imprisoned, ruined, condemned to death, executed; the very young and the aged were fated to die of hunger, the remainder were terrorized, demoralized, and dishonored. At Dubrovnik (Ragusa) alone seventy-five people were arrested in the course of one day. . . . For a long time past arrangements had been made to throw all the leaders of the people into prison at a given hour in order to employ them as hostages. . . .

When, after three months' imprisonment at Maribor (Marburg), I was for the first time brought before a judge, he said to me: "I do not know what the accusation is against you, and this you will readily understand when I tell you that in Dalmatia, Istria, and Carniola alone we have arrested more than five thousand persons." You can now imagine how many have been arrested in Bosnia, in Herzegovina, in Slavonia, and in the south of Hungary.

The fate of those who were imprisoned at Mostar, at Doboj, and at Arad was much more horrible. Two witnesses who were at Mostar, and who later shared my fate at Marburg, have told me what happened there. They are the deputy Ivo Lupis and the publicist Domic.

At Mostar these unfortunates slept in a cellar, on the ground, propped up one against the other, together with thieves, brigands, and gypsies. In this murky den the most terrifying figure was that of the gaoler, Caspar Scholier. This man, armed with an iron rod with a crook which he dubbed "Kronprinz," beat the prisoners over the head and shoulders with it until the blood ran down their faces. It is unnecessary to describe his insults, his bestial invective, and his furious and Satanic shouts. It was only with money that the fury of this Cerberus could be appeased for the moment and his mouth shut. Among the prisoners were Rinda Radulovic, editor of *Narod*, and the Orthodox priest Tichy, who later died at Arad as the result of tortures inflicted by this

wild beast. Tichy, out of the goodness of his heart, shared his ration with some of the starving prisoners, which infuriated Scholier to such a degree that he beat the priest with Kronprinz till he lost consciousness. Tichy died a true martyr's death.

From Mostar the remnant of these poor wretches were taken to Arad, where there were already thousands of living corpses, brought from Bosnia, Herzegovina, and Syrmia. All along the route the Magyar populace insulted, spat at, and stoned them. They were brought starving, naked, half-dead, driven along like cattle under blows from the butt end of rifles, into the dungeons of this fortress, which were infested with millions of bugs and lice. As soon as they tried to sleep they were awakened by the invading vermin, which covered their bodies and their clothing.

Although they were in subterranean passages, these miserable people did not feel the cold, so closely were they packed; the air was full of a steamy vapor like that of a Turkish bath and the electric lights flickered feebly through this fog. Obligated to sleep in close rows along both sides of a very narrow tunnel, they could not stretch out without kicking one another. Before long exanthematic typhus—"tif," or tunnelitis terribilis, as the poor wretches called it with the humor of despair—began to rage. At first only three or four died a day; later on they perished in masses. When the cold weather came they stripped the dead in order to clothe the living. Very often the dead and the living lay side by side throughout the night. There were some who had become unconscious through fever and who died and lay hidden in the straw in some remote corner; it was only some days after that the smell of decomposition revealed their presence. The bodies were thrown into carts in heaps. Some gypsy or other placed himself at the head of the convoy, a cross in his hands and a cynical and hideous smile on his lips, while the Magyar soldiers howled exultantly round the carts as though they had taken a whole company prisoners. It was a veritable Witches' Sabbath, which filled the spectators with loathing and horror.

The food was uneatable; there were many who went for days without eating, as their stomachs could not retain it. . . . As a rule, there was no water, but, on the other hand, alcohol was plentiful, as the Gaoler Rosner wanted to do good business. The poor wretches drank to stupefy themselves, to forget this life of horrors, and in order to exchange this vitiated atmosphere and putrid typhus-infected straw for the cold ground as soon as possible. The number of deaths at Arad is estimated at between three and four thousand. Many died soon after their liberation as the result of what they had suffered; among these I can quote the merchant Kundic of Gradiska, who gathered up just sufficient strength to reach his own house and there fall upon his bed, never to rise again. As witnesses of all these horrors I can quote the sub-prefect of the Commune of Gradiska in Bosnia, George Djuric, and the doctors Vladimir Kujundzic, Bokonjic, and Jovo Malic, who also were imprisoned at Arad.

# THE AMERICAN RAILWAY ENGINEERS AT THE FRONT

**T**HE spectacular part played by the railway engineers of the United States Army in the battles around Cambrai, especially near Gouzeaucourt and Gonnelleu, as well as the efficient service they are rendering in solving transportation problems for the British and French armies, clearly shows the value of this initial coöperation of the American military forces. That the engineer troops sooner or later should come in contact with the enemy was, of course, a foregone conclusion, but that such contact should come in the course of a most substantial contribution to the Allies' military resources is a source of pride to all Americans.

With the entrance of the United States into the war, the military authorities of the Allies announced that a most valuable and needed service could be given in connection with railway operation and construction. Realizing that American railway men were used to operating large systems under a wide range of conditions, that they were adept at rapid and bold construction, and that their systems of standardization and the methods and resources of their mills and shops in providing material and equipment at the shortest notice, all would be of the greatest advantage, the various national commissions urged the importance of this matter on the Government at Washington.



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BRIG-GEN. W. W. ATTERBURY, IN CHARGE OF AMERICAN RAILWAY OPERATION IN FRANCE.

(In civil life, one of the operating vice-presidents of the Pennsylvania system)



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THE AMERICAN GENERAL AND HIS STAFF WHO ARE IN COMMAND OF OUR ENGINEERS NOW AT WORK BEHIND THE BRITISH LINES

(This is a British official photograph)

Accordingly, one of the first undertakings of the United States War Department was to organize railway engineering regiments and to start the preparation of vast quantities of standardized American railway equipment and material suitable for use on the French lines as well as for new and rapid construction. From recruiting centers at New York, St. Louis, Chicago, Boston, Pittsburgh, Detroit, Atlanta, and San Francisco, nine railway regiments were enlisted and organized, and were among the first of the American troops sent to Europe.

Of these, three were or-



ganized for operation, five for construction, and one was composed of experts in the motive power and repair departments. These and later railway regiments had various local affiliations. Thus the Eleventh Railway Engineers, who were at Cambrai so far as can be learned from press despatches, were organized in New York by Col. C. H. McKinstry, of the Corps of Engineers, and included many of the best Eastern railway men. After Colonel McKinstry's promotion to brigadier-general Col. G. M. Hoffman, U. S. A., assumed command. Another regiment was formed at Chicago and one later known as the Twelfth at St. Louis. The Fourteenth, one of the operating regiments, represents New England, two companies coming from the Boston & Maine, two from the N. Y., N. H. & H., one from the Boston & Albany, and one from the Central Vermont, Rutland, and the Bangor & Aroostook.

The Nineteenth is a railway shop regiment with many men from western Pennsylvania, who, soon after their arrival in France, found work, among other places, in the shops of the Paris-Orleans system. Other regiments are identified with St. Louis, the Pacific Coast, the South, and the West, and in all cases they carry with them the interest of the railway men of their respective sections, who, from presidents to shop workers, have united to send them various supplies and also to look after their home interests and dependents.

The first nine regiments do not by any means include all the American railway troops, for other regiments have been organized or are in course of organization. Thus the 21st Engineers for light railway construction, and the 35th, a shop regiment, recently have been organized at Camp

Grant, Rockford, Ill. The organization of all these regiments, while military, is on a distinctly practical basis with a few Regular Army engineer officers, usually the colonel and the adjutant, but the company officers are almost exclusively railway engineers and officials. The rank and file are mainly skilled railway employees, their military duties being assimilated to their previous civil work. Each regiment, speaking in round numbers, has 33 officers and 1100 men.

This organization and development of personnel, as well as the organization of the railway regiments, and in fact the general scheme for all the railway work in France, has been in charge of Samuel M. Felton, president of the Chicago Great Western R. R., who in 1916 was railway adviser to the United States Army in connection with the Mexican expedition, so that the entire development has been along the most practical lines with due regard to military conditions. Furthermore, this side of the matter was emphasized in the appointment on October 2, 1917, of W. W. Atterbury, one of the operating vice-presidents of the Pennsylvania system, as a brigadier-general in the National Army to take charge of railway operation in France for General Pershing.

Merely as a military problem, this is one of the most important of the war. It involves the efficient operation of the great systems behind the battle lines as a common unit, the construction and special operation of extended or new lines to the actual front, the building of light or narrow-gauge railways for the distribution of ammunition, supplies, or the quick transfer of troops or wounded, and finally the various temporary or construction lines required for fortification work or tactical considerations.

## AMERICAN RAILWAY EQUIPMENT ON THE WESTERN FRONT

THE railway journals, notably the *Railway Age Gazette*, of New York, have naturally been interested in the introduction of American equipment and methods on the lines directly in the rear of the battle-front in France. Some of the salient facts stated in these periodicals are summarized below.

Inasmuch as the rolling stock of the French railways had been overworked and was wearing out so as to be inadequate for

the unusual traffic, while along the right of way track and other repairs and renewals were demanded, certain lines have been turned over to the Americans for operation in addition to new construction. This naturally meant a vast amount of new equipment, which was straightway ordered from American works, and it was estimated that up to about November 15 the orders placed amounted to over \$70,000,000. In this were

included, among other items, over 100,000 tons of steel rails, more than 3000 complete turnouts, over 500,000 ties, some 12,000 freight cars, 600 fill and ballast cars, and over 600 miles of telephone and telegraph wires. In addition, there were ordered many locomotives, both standard and narrow gauge. Despite the short time available, this equipment was completely standardized on the basis of its use in France, and especially in connection with existing French equipment, yet with a due regard to the best American practice and the facility with which it could be manufactured.

For the standard-gauge track a special type of 80-pound American Railway Association Type "B" rail was rolled, which differed slightly from the rail of the French railways. These rails have been laid to the



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AMERICAN RAILROAD MEN "ON THE JOB" IN FRANCE

comotives in the United States since the outbreak of the war, and consequently American locomotive builders were able to respond with excellent patterns for this special military equipment.

The United States Army standard-gauge locomotive, with eight coupled drivers and a two-wheel pony truck in front, except for its coat of battleship-gray paint, does not show in appearance much of a departure from ordinary American practise. It weighs approximately 166,400 pounds, or 275,000 with its tender, and is a powerful and useful locomotive, though considerably smaller and less powerful than the largest freight locomotives used on American railways. As compared with a hauling power of 90 cars for the latter, the new army locomotives can haul 60 loaded freight cars.

Vast numbers of freight cars for foreign military use also have been ordered in this



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U. S. ARMY STANDARD-GAUGE LOCOMOTIVE FOR FRENCH SERVICE

French gauge of 4 feet 8 11-16 inches (114 centimeters), a slight variation from the American standard gauge of 4 feet 8 1/2 inches. The narrow-gauge railways are being constructed with 25-pound American Society of Civil Engineers standard rail, laid to a gauge of 1 foot 11 5/8 inches (60 centimeters). For both classes of track standard turnouts, frogs, switches, cross-overs, etc., have been provided; in many cases interchangeable from right to left and otherwise. The narrow-gauge track is of portable type built in sections with steel ties, each section having square ends so that it can be laid and bolted rapidly to similar sections or other parts. The French Government has been a large purchaser of narrow-gauge lo-



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U. S. ARMY STANDARD HIGH-GRADE GONDOLA CAR  
(Note the side buffers and screw coupling made to fit French rolling stock)

country, many of which have been shipped and are now in service. It has been stated that in all some 13,000 cars have been provided for, in which number are included flat, gondola, box, and other cars of special design. In all cases they are longer than the French cars and have American types of trucks and air-brake, but are equipped with the side buffers and screw couplings familiar in European service. Thus a typical open or gondola car has high sides and doors with a longitudinal center bar over which a tarpaulin may be stretched to protect the loading. Instead of the four-wheel French car of not over 20 tons capacity, the American car has two four-wheel, arch-bar trucks and a capacity of 35 tons. It is 36 feet in length, and weighs 32,800 pounds.

The standard box car is an interesting combination of American and Continental ideas, and the box for the brakeman at the

rear end of a certain proportion of these cars is a strange feature to those acquainted only with American railways.

In addition to rolling stock and rails, all kinds of American standard equipment have been and are being shipped abroad, including construction machinery. Among the latter is a powerful steam shovel on a caterpillar tractor, especially useful in construction work.

The American railway engineers on the Western front have not only carried on their regular transportation work, but they have shown that they are as ready with the rifle as running trains when called to take their places in the firing-lines. While these railway facilities will act most advantageously for the Allies, it is of interest also to consider what permanent effects this influx of American ideas and equipment will have on French railways.

## ITALY'S COLONIES IN THE WAR

THE vivifying influence of the great war has been even more noticeable in the colonies of the powers composing the Entente than in the home countries themselves, and it has led in France, and more especially in Italy, to a greatly intensified use of the latent powers of the colonial possessions.

The failure on the part of Italy to utilize and develop the resources of her African colonies in the past served to support the discredit cast by many Italians upon the colonial policy of that country, the critics affirming that the new acquisitions were essentially and irremediably unproductive. When Italy embarked in the war it was realized that she must solve without delay the problem of placing the colonial administrations in such a condition that while the demands upon the mother country were reduced to a minimum, the contributions furnished by the colonies should be increased to a maximum. Some of the results attained in this direction are presented by Signor Aldobrandino Malvezzi in *Nuova Antologia*:

As a consequence of the new policy the colonies of Eritrea and Somaliland have not only been self-sufficing during the past two years, in spite of drought and the drawbacks occasioned by the prevalence of epizootic diseases, but have been able to contribute to an appreciable extent toward the needs of the home country.

In Eritrea the preparation of canned meats for export, to be used in the Italian army, has been

quite successfully carried on since 1913, but the output was notably increased after the beginning of the war, and a contract to furnish 8,000,000 cans of meat annually for a three-year period has been made by the packers Torrigiani with the Italian War Department.

Other valuable exports are hides to the value of over 17,000,000 lire in the three years, 1915, 1916, and 1917, while the value of the nuts of the ivory-palm, used in button manufacture, as are those so largely imported by us from Colombia and Ecuador, was \$140,000 in 1915, \$200,000 in 1916, and reached a still higher figure in 1917. Moreover, the production of cereals has been so much intensified that with the coming year the colony will not only be self-sustaining, but will be able to export grain to Italy in considerable quantity.

A still more important contribution of Eritrea to Italy's war needs comes from the rich deposits of chlorate of potash, which is exported not only to the mother country, but also to France, England, and Japan. Considerable exports of grain have also been made from Somaliland, as well as of hides, of which \$200,000 worth were sent in 1916, and the same amount in the first half of the year just ended.

Italy's most recent conquest, Tripoli, would have proved a much richer source of supply than her other colonies, were it not for the disturbed political conditions in this region, where the authority of the mother country was not yet firmly established when the war broke out. In spite of these drawbacks, however, every effort is being made to develop the agricultural resources of this colony, and already with fair success.

But if Italy cannot under present conditions draw from Tripoli the supplies she might otherwise find there, this colony has furnished her with a large contingent of workers, who are employed in manufacture and for labor of various kinds. They are subjected to military control and are under the supervision of colonial officials who understand their language and customs. The writer emphasizes the fact that in making the fullest economic use of her colonies in this crisis, Italy is really doing them the best possible service toward the development of their resources, the result being a strengthening of the ties that bind them to the mother country.

When the war shall have come to an end,

Europe will have to organize and discipline the native workers in the colonies under intelligent direction. After having made the natives participate in the tasks of war it will be both wise and just to associate them with those of peace. In this way, in the vast colonial field, a practical application will be found for the principle of elevating the moral and material standards of the peoples, a principle for the defense of which we are engaged in a conflict against oppression. For Italy her colonies should not be merely exploited as were those of Spain, nor should they be allowed to fall as ripe fruit from the parent tree; they should become members of a single living organism extending beyond the natural confines of the home country.

## A SPANISH OBSERVER IN GERMANY

**I**N *Nuestro Tiempo*, a Spanish officer records his experiences in crossing the German frontier and in Frankfort. At his hotel in Berne he heard the most pessimistic accounts of the state of things in Germany, one informant declaring that only artificial chemical substitutes for food were consumed there, such as artificial meat, artificial eggs, and potatoes made of cellulose. Dreadful tales were also told of the rigors of the personal examination at the frontier. On the other hand, a number of Swiss and Hollanders, who had made business trips through Germany, asserted that they had never encountered any real difficulties.

This latter view was the one corroborated by the Spaniard's personal observation. At the frontier he was courteously treated by the officials, who informed him as to the best hotel to lodge at in Frankfort, notifying him that his first care should be to provide himself with the necessary meat and bread cards. His baggage was not even examined, the fact that he was a Spanish officer being regarded as a sufficient guarantee, although he was not traveling in any official capacity.

On his arrival in Frankfort, he stopped at the hotel formerly called "Englischer Hof," a name that had been changed to "Hessischer Hof" to satisfy the animosity against England. The obligatory visit to police headquarters proved a simple formality easily accomplished. The hotel was well heated, showing that there was no lack of coal, but the traveler still had some apprehensions as to the food question.

In this respect also he was agreeably disappointed, although he freely admits that hotel fare differed much from that procurable by housekeepers of moderate means. There were two meatless days, Wednesday and Friday. For the rest of the week meat could be had at one meal only, but in sufficient quantity. The supper resembled the dinner. A weekly meat card was issued, which had to be carefully used to last for five days; the bread card was only good for the day of issue, so that nothing was gained by taking less than the quantity permitted.

The writer found that while the well-to-do and the lower classes suffered but little in the matter of food, those of moderate means, especially those enjoying a small fixed income, endured a considerable degree of privation, since their resources were inadequate to provide them with the necessities of life. The rich could easily escape from the restrictions. For example, game of all kinds, and such delicacies as *pâté-de-foie-gras*, were not subjected to control; indeed, until lately, goose and chicken could be bought freely. The consumption of wine and beer was also free from restraint. Another resource of the well-to-do was a summer trip to the country, where the peasantry willingly yielded to the persuasive power of money, and furnished supplies of all kinds sufficient to last for quite a time.

The Spanish traveler found, however, that the people, as a whole, were underfed, or at

least did not have enough of the right kind of food. The children and the aged were most injuriously affected. The delight with which a little girl received some Swiss chocolate with sugar was quite touching; the poor child had completely lost her appetite, but quickly regained her good spirits and her taste for food after eating the chocolate. This seems a petty happening, but it indicates to what a degree children are dependent upon palatable food elements.

Of course it is sufficiently evident that the Spaniard feels sympathetically toward the Germans, but in the main he tries to be quite impartial in his recital. Of the French pris-

oners of war he relates this somewhat amusing incident told him by a German officer:

A group of French officers, who were lawyers in civil life, asked for the permission to form a professional association with the title "Société des avocats de la Seine," and requested a loan of law books so that they might relieve the monotony of their confinement by study. The permission was granted, but the first use the members of the Society made of the privilege was to send in, as a fruit of their labors, a carefully prepared note reciting all the alleged transgressions of international law perpetrated by Germany from the outbreak of the war, accompanied with appropriate citations from the law books which had been furnished.

## GROWING MEDICINAL HERBS

THE enormous increase in the demand for various drugs caused by the needs of wounded soldiers, the difficulties that beset traffic, and the sequestration by blockade of the vast quantities of medicaments formerly exported by Germany, have sent the prices of pharmaceuticals soaring. Small wonder, therefore, at the widespread stimulation of interest in the gathering and the growing of medicinal herbs, an occupation that might well engage the attention of many men and women in this country who might thus do their bit in alleviating pain and fending off fatalities among our fighting forces. The University of Nebraska has already introduced a course in such work in connection with its College of Pharmacy, and a garden of "simples," as our forefathers termed such plants, was an attractive feature of the University Campus last year.

The Dutch monthly *De Natuur* (Haarlem) recently gave a brief account of the Society for Promoting Medicinal Plant Gardens, with the announcement that through the influence of Dr. G. Van Itersen, head professor at Delft of the department of microscopic anatomy, the Dutch Minister of the Interior had allotted to the Society a portion of the Experimental Garden of Technical Plants for the promotion of its aims. These are modeled to some extent on those of the "Committee for the Government Promotion of the Cultivation of Medicinal Plants in Austria," and the Pharmaceutical University Institute at Vienna. The results obtained in the experimental garden and the laboratory attached will appear in the organ of the society, the *Pharmaceutisch Week-*

*blad*, copies of which will be sent to members of the society, whom the organization also hopes to furnish with seeds and young plants for individual experiment.

Serious work in this line is also being done in France. Under the title of "Medicinal Plants and the War," *La Nature* (Paris), gives a valuable resumé of such plants, all or most of which, it is said, can be readily grown in America. The article in question quotes from an official document issued by the Minister of Agriculture giving the varieties marketable. Those most in demand include arnica, mullein, borage, poppy, mallows, lavender, camomile, linden flowers and bracts, colt's foot, broom, ash, walnut, blackberry, hyosciamus, datura, balm, nightshade, sage, soap-wort, valerian, elder, colchicum, pine, etc. Somewhat less heavy sales are made of the nettle, lily-of-the-valley, liverwort, wormwood, elecampane, meadowsweet, vervain, chicory, ground-ivy, touch-me-not, bugloss.

Moderate sales are made of dock, dandelion, rest harrow, and bistort, and slight sales are made of the corn flower, anemone, stork's-bill, hart's-tongue, joint-grass, eye-bright, galega, plantain, tansy, scrophularia, veronica, solomon's-seal, shepherd's-purse, poplar buds, etc.

The species in use in France may be divided into four categories: 1. Those gathered wild; 2. Native species cultivated; 3. Exotic species raised in gardens; 4. Drugs raised in warm countries and in our own colonies in particular. In the first category is to be found a very large number of species, though considerable quantities of them go to waste, a condition which we hope will not prevail after the war.



# THE NEW BOOKS

## LIVES, LETTERS, AND MEMOIRS OF GREAT AMERICANS

**The Life and Letters of Edward Everett Hale.** By Edward E. Hale, Jr. Little, Brown & Co. Vol. I: 390 pp. Vol. II: 442 pp. Ill. \$5.

This work belongs to that distinctive class of biographies to which the title, "Life and Letters," is peculiarly appropriate. The letters, in this instance, were so abundant and expressed so fully the spirit of the life that we may well appreciate the reluctance of the biographer to attempt much more than an orderly arrangement of them with only such comment as was necessary. Indeed, his chief embarrassment must have been that attendant on making selection. In the course of his long life, Dr. Hale had friendships—some of a very intimate character—with all the distinguished men of New England at the period of New England's ascendancy in letters, art and politics. In his boyhood and youth many veterans of the Revolution were still alive, and in Roosevelt's administration he was chaplain of the United States Senate. Thus, he was in personal contact, as it were, with every period of our national development, and at every stage of our history he was always a little in advance of his times. As an exhortation to patriotism, his "A Man Without a Country" electrified the nation in the sixties, and in the opening decade of the twentieth century no American was more active than he in the movement for international peace.

**Life, Art and Letters of George Inness.** By George Inness, Jr. Century. 290 pp. Ill. \$4.

We have in this book a real portrait of the greatest of American landscape painters. Informal and unconventional, as literature, the artist son's account of an artist father seeks only to present the truth as a realistic portrait painter would present it; and this we may be sure is the way in which Inness himself would be pleased to have the work done. Readers are left in no doubt as to the essential Americanism of his art or of his personality. Whatever aid Inness received from foreign schools was of only slight influence in the shaping of his career. An introduction to this volume is supplied by Elliott Daingerfield, who knew Inness well and highly valued his work.

**John Fiske: Life and Letters.** Houghton, Mifflin Co. Vol. I: 533 pp. Vol. II: 523 pp. Ill. \$7.50.

This biography will appeal to a large circle of readers who knew Fiske in his lifetime in one or both of his capacities as philosophical lecturer and historian. He had been on terms of intimate friendship with that great British triumvirate of

science, Darwin, Spencer, and Huxley—perhaps no other American was so close to all three men or did so much to make their works understood in America—and during the last twenty years of his life his lectures and books in the field of American history made his own name known far and wide. He died in 1901, in his sixtieth year, leaving behind him a record of literary achievement surpassed by few of his contemporaries. Moreover, Fiske was a "popular" writer in the best sense, and the vivacious letters published in these volumes show why.

**Audubon the Naturalist.** By Francis Hobart Herrick. D. Appleton & Co. Vol. I: 452 pp. Vol. II: 494 pp. Ill. \$7.50.

The man whose talent created "The Birds of America" more than three-quarters of a century ago was never recognized as a profound scientist or a brilliant artist; but to-day a set of "The Birds of America" brings from \$3000 to \$5000 in the market—from three to five times its original cost—and it cannot be said that in his own field of American ornithology, John J. Audubon, who died in 1851, has ever been superseded. Professor Herrick's work is the first of the biographies of Audubon to tell the story of his origin and early years. This was made possible by the discovery of manuscript material in France. All that has been learned through Professor Herrick's indefatigable researches adds to the romantic interest of Audubon's career. Both volumes are richly illustrated.

**Mark Twain's Letters.** Arranged with Comment by Albert Bigelow Paine. Harper & Bros. Volume I: 438 pp. Volume II: 856 pp. Ill. \$4.

During the last ten years of his life—years which made up the first decade of this twentieth century—Mark Twain (Samuel L. Clemens) was recognized the world over as the greatest living American writer. This fact alone would give great importance to the publication of his letters, but the man's personality confers on these two rather bulky volumes the added element of intense personal interest, for in every bit of writing that Mark Twain did, whether for publication or for the eye of his friends alone, he said precisely what he thought, and he said it in a wonderfully attractive and convincing way. Moreover, in half a century of writing for the public, he had won great numbers of friends throughout the world. There was hardly a civilized country from which letters did not come to him, or to which he did not himself write. This collection of his letters is a revelation of his growth as a writer and of the mainsprings of his conduct.

**These Many Years.** By Brander Matthews. Charles Scribner's Sons. 463 pp. \$3.

Professor Brander Matthews, of Columbia University, belongs to the nearly extinct group of genuine New Yorkers, and is proud of the fact. Yet he is a traveled New Yorker, at home in London and Paris, and by no means a stranger to distant parts of his own country. Not yet by any means an old man, he years ago acquired the gift of forming strong and enduring friendships with choice spirits at home and abroad. These were not confined to his fellow authors, but worthwhile people in other callings were glad to be included in his circle. This volume of his recollections carries us back to the New York of the sixties and seventies, and introduces us to the dramatic circles of Paris and the literary clubs of London.

**Paul Jones: His Exploits in English Seas.** Bibliography. By Don C. Seitz. Dutton. 327 pp. \$3.50.

Many biographies of Paul Jones have been written, but it remained for an American newspaper man to conceive and follow up a plan of research that has brought to light more facts connected with the American naval hero's exploits in English waters during the Revolution than all his former biographers had managed to accumulate. Mr. Seitz has adopted the simple expedient of going through old newspaper files and collecting the accounts written and published at the time when the *Ranger* and other vessels under Jones's command were making our British cousins uneasy. Needless to say, these contemporary stories are more entertaining than any ordinary form of historical narrative. Half of the present volume is devoted to a bibliography which amazes one by its extent. It occupies 160 pages, averaging six or seven titles to the page. Judging from this, it would seem that few Americans of any period have been more written about than Paul Jones.

**Francis Asbury.** By Judge Henry Wade Rogers, Bishop Joseph F. Berry, Bishop Frank M. Bristol, Bishop Frederick D. Leete. The Methodist Book Concern. 106 pp. 75 cents.

Addresses delivered on the occasion of the centennial of the death of Francis Asbury, the pioneer American Methodist.

**Memoirs of the Life and Writings of Benjamin Franklin.** Dutton. 314 pp. 50 cents.

This little book contains Franklin's famous autobiography, the one work of American origin that for a hundred years has held undisputed rank among the English "classics." An account of Franklin's later life—the autobiography itself terminates in 1757—is appended by Professor Macdonald.

**Benjamin Franklin Self-Revealed.** By William Cabell Bruce. G. P. Putnam & Sons. Vol. I: 544 pp. Vol. II: 550 pp. \$6 a set.

Mr. Bruce gives us in these volumes the results of a study of Franklin, based chiefly on his own writings, and no American in our history offers in his published works more fruitful ma-

terial for a study of this kind. The general reader, however, cannot easily collate this material and Mr. Bruce has performed this labor for him with sound judgment and a due sense of proportion. One will find here discussions of Franklin's moral standing and system, his religious beliefs, his ideals as a philanthropist and citizen, his family relations, his friendships, his personal characteristics and his character as man of business, statesman, scientist and writer.

**Abigail Adams.** By Laura E. Richards. D. Appleton & Co. 281 pp. Ill. \$1.35.

Abigail Adams was the wife of John Adams, and hence the first mistress of the White House. But even if she had never had a part in official life, she was one of the most interesting women of her time and well deserves a biography. Mrs. Richards tells the story of her childhood and later life from the diaries and letters that were written by her, and which deal with much of the real history of the period. Mrs. Richards is a daughter of the late Julia Ward Howe.

**The Life of Calhoun.** By William M. Meigs. The Neale Publishing Company. Vol. I: 456 pp. Vol. II: 478 pp. Ill. \$10.

In these two volumes we have a presentation of Calhoun, the Southern apostle of nullification, as he appears to the present generation. The earlier lives of Calhoun were naturally the work of Southern writers, for the most part. Yet, Calhoun himself in his lifetime had many friends in the North and received his education there. Mr. Meigs is a Pennsylvanian, born since Calhoun's death and free from the prejudices of the long period during which controversies in which the South Carolinian was indented divided public opinion in this country. His work as a biographer has been scholarly and thorough to a degree, and as a record of the public career of the South's greatest statesman, this volume leaves little to be desired.

**Samuel Jordan Kirkwood.** By Dan Elbert Clark. The State Historical Society of Iowa, Iowa City, Iowa. 464 pp. Ill. \$2.

Samuel J. Kirkwood was the Civil War governor of Iowa, and in later years Secretary of the Interior in President Garfield's Cabinet. As the "war governor" of one of those Middle Western States which contributed so mightily to the Northern cause, Kirkwood was an effective ally of the Lincoln administration. He was a pioneer Westerner, embodying the spirit and the ideals of his time and section. The present volume is one of the "Iowa Biographical Series," edited by Benjamin F. Shambaugh of the State Historical Society.

**Men Who Are Making America.** By B. C. Forbes. New York: B. C. Forbes Publishing Co.: 422 pp. Ill. \$3.

A collection of sketches of fifty living Americans, nearly all in business life, who in many instances give in their own language the reasons for their exceptional success. It is interesting to note that twenty-four of the fifty were born poor, seventeen in moderate circumstances, while only nine were born rich.

## BOOKS RELATING TO THE WAR

**A Journal from Our Legation in Belgium.** By Hugh Gibson. Doubleday, Page & Co. 360 pp. Ill. \$2.50.

Mr. Hugh Gibson was secretary of the American Legation in Brussels at the outbreak of the war. After war was declared he took over the German Legation, was present when King Albert made his great speech of defiance in the Chamber of Deputies, was in Louvain during the burning and pillaging of that city, and passed frequently through the firing lines between the Germans and Belgians with American dispatches. Later he had all kinds of official and unofficial dealing with the Germans in Belgium and spent forty-eight hours without effect in trying to save the life of Miss Cavell, the English nurse. All these and many other incidents are related in a series of letters written day by day and now published in book form. It forms a vivid and convincing story of what went on in Belgium during the first year of the war. It should be read by all who have any remaining doubts as to the spirit and intent of the German administration in Belgium.

**The Note-Book of an Intelligence Officer.** By Eric Fisher Wood. The Century Company. 346 pp. Ill. \$1.75.

Major Wood served for some months in the British army and navy before the United States entered the war. He then acquired the information that is embodied in the present volume. He gives graphic accounts of the fighting in which he took part and also describes the transportation, housing, and training of the British army. There is an extremely interesting chapter on the censorship and the author includes in his "Note-Book" sketches of Lloyd George, Lord Northcliffe, and the cartoonist Raemaekers. Major Wood is now an officer in the United States Army.

**Topography and Strategy in the War.** By Douglas W. Johnson. Henry Holt & Co. 211 pp. Ill. \$1.75.

The need of such a work as this has been keenly felt by all who have attempted to study the operations of the war even in the most elementary fashion. Professor Johnson analyzes the topography of each of the most important theaters of the war, and in summaries of the principal campaigns points out how the military operations have been influenced by the surface features of the country. The book is well supplied with topographical and sketch maps, and scenic photographs are used to elucidate many points of the text. An excellent beginning has been made in the treatment of this rather difficult subject and additional chapters will be demanded as new campaigns bring other regions within the area of active warfare.

**My German Correspondence.** By Douglas W. Johnson. George H. Doran Company. 97 pp. 50 cents.

We are indebted to Professor Johnson for the publication of this enlightening correspondence with a German professor, whose letter, at any

rate, reveals certain curious and unexplained traits of the Teutonic mind.

**How Germany Does Business.** By P. P. Gourvitch. B. W. Huebsch. 142 pp. \$1.

This little book is concerned chiefly with Germany's export and finance methods. It explains how the German foreign trade was rapidly increased in the years before the war by the judicious extension of credits. The author shows how Germany found it possible to create a new class of small importers where previously only a few large houses had been engaged in foreign trade. There has always been a certain mystery connected with Germany's rapid commercial development, but Dr. Gourvitch points out that it was all based on applied intelligence.

**The Journal of Submarine Commander Von Forstner.** Translated by Mrs. Russell Codman. With an introduction by John Hays Hammond, Jr. Houghton, Mifflin Company: Boston. 136 pp. \$1.

This is an abridged translation of a book published in 1916 by the commander of the first German U-boat. Besides the semi-technical chapters, which give a useful picture of the submarine's activities, the commander gives a straightforward and simple narrative of his own adventures during the present naval warfare against commerce. The commander's journal gives American readers a good opportunity to get the German conception of the deadly efficiency of their favorite sea weapon.

**My Home in the Field of Mercy.** By Frances Wilson Huard. George H. Doran Company. 269 pp. Ill. \$1.35.

Madame Huard's "Home in the Field of Honor," of which she wrote in an earlier volume, was rehabilitated after the German evacuation, and became a home of mercy and succor for the wounded French. The present book is a record of some of Madame Huard's experiences in the "field of mercy." The illustrations for this volume, as for its predecessors, are sketches made by Charles Huard, official painter of the war to the Sixth Army of France. Madame Huard is a daughter of Francis Wilson, the well-known American comedian.

**The Unseen Host and Other War Plays.** By Percival Wilde. Little, Brown. 102 pp. \$1.25.

Five plays that survey the war from as many angles. In "Valkyrie" the author has looked through German eyes, in the other four through the eyes of the Allies. "The Bowmen" is written around Mr. Arthur Machen's tale of the vision of the bowmen of Agincourt at the Battle of Mons. "Mothers of Men" places in dramatic form the supreme sacrifice mothers are daily making for their countries. "Pawns," in some respects the best of the plays, pictures the tragedy of the lowly peasant of the Austrian-Russian frontier, who is hardly aware of nationality and totally ignorant of what he is called upon to fight for.

**The Cantonment Manual.** By Major W. G. Kilner, U. S. A., and Lieut. A. J. MacElroy, U. S. A. D. Appleton & Co. 307 pp. Ill. \$1.

This book attempts to cover the entire field of military training, from the standpoint of the man who enters the service for the first time. The new recruits in the National Army will find that it not only answers their questions, but provides a great fund of practical information and advice.

**Trench Fighting.** By Captain F. Hawes Elliott. Houghton Mifflin Company: Boston. 176 pp. Ill. \$1.50.

Lectures in the technic of trench warfare, given by an officer of the British expeditionary force, and based on thirty months' experience as instructor in a Canadian division and at the front. The book is recommended to all United States Army officers for study and use.

**Handbook of Military Signalling.** By Howard A. Giddings. D. Appleton & Company. 116 pp. Ill. 60 cents.

This revision of a standard work takes account of all the recent changes in codes and signal systems. It has been brought completely up-to-date.

**Rapid Training of Recruits.** By M. V. Campbell. Frederick A. Stokes Co., 180 pp. \$1.

In this little book an American Lieutenant of

Marines has worked out a practical scheme for the training of recruits, based on an actual record of what is being accomplished with English recruits at Chelsea. The book may be utilized, however, by the recruit himself, as well as by his instructor.

**Our Navy and How to Know It: Our Army and How to Know It.** By Albert A. Hopkins. Munn & Co. 124 pp. Ill. 25 cents.

Convenient, brief manuals of useful facts about the uniforms and equipment of both services.

**Navigation.** By Harold Jacoby. Macmillan. 330 pp. \$2.25.

An elementary manual, intended to be complete in itself, so that by its use a ship may be navigated in any ocean not very near the North or South Poles without other books, excepting a Nautical Almanac for the year in which the voyage is made.

**Navigation.** By Frank Seymour Hastings. D. Appleton & Co. 109 pp. 75 cents.

Commodore Hastings has had many years of experience in practical navigation on the North Atlantic, the Mediterranean, along our North Atlantic coast, and in the West Indies. He is instructor in navigation on the U. S. S. *Granite State* (New York Naval Militia), and in this brief treatise he explains the principal problems ordinarily met with in every-day work at sea.

## HISTORY, EXPLORATION, ADVENTURE

**The Ashley-Smith Explorations and Discovery of a Central Route to the Pacific, 1822-1829.** By Harrison Clifford Dale. Cleveland: Arthur H. Clark Co. 352 pp. Ill. \$5.

The pioneer work of Lewis and Clark during Jefferson's administration in finding a transcontinental route to the Pacific by way of the Northwest has stood out in such bold relief for more than a century that later American explorations west of the Missouri River have been largely lost sight of or forgotten. Yet, the finding of a central route to California, almost identical with that now followed by the Union Pacific railroad, was surely an important milestone in continental exploration. It is almost a century since two Americans, William Henry Ashley and Jedediah Strong Smith, ascended the South Platte River, crossed the Continental Divide and reached the interior basin in the vicinity of the Great Salt Lake. From that point, in 1826, Smith pushed on across the deserts of Utah and Nevada and over the Sierras to southern California. He was the first American to reach California by land. Returning, he went so far north as the Stanislaus River, and recrossed the Sierras and the deserts to the Great Salt Lake. Professor Dale recently ran across the Ashley narrative in the archives of the Missouri Historical Society. The Smith narrative has never before been published in English. The two taken together give a remarkable record of early adventure and exploration.

**A Lady's Life in the Rocky Mountains.** By Isabella L. Bird. Dutton. 296 pp. Ill. \$1.50.

These sketches of a Rocky Mountain traveler, among the best of their day, have reached the seventh edition. They are useful and interesting now, as picturing for the present generation the frontier life of forty years ago in Western America. An English reviewer, writing in 1879, was strongly impressed by the "human interest" quality of this little book.

**Two Years Before the Mast.** By Richard H. Dana. Thomas Y. Crowell Company. 415 pp. Ill. \$1.50.

An illustrated edition of that classic among seafaring books, "Two Years Before the Mast," by Richard H. Dana. It should not be forgotten that this remarkable narrative, apart from its unique value as a sailor's yarn, is the best description we have in English of our Californian coast as it was before the days of American occupation.

**Recollections of a Confederate Staff Officer.** By Gen. G. Moxley Sorrel. The Neale Publishing Company. 309 pp. \$2.

The recollections of a Confederate staff officer, who at the outbreak of the Civil War was "a clerk in a Savannah bank and a private in a volunteer company of Savannah." Before the

war closed he had commanded a brigade in the Army of Northern Virginia and had become one of the most familiar figures in that army.

**Recollections of a California Pioneer.** By Carlisle S. Abbott. The Neale Publishing Company. 235 pp. Ill. \$1.25.

A typical story of pioneering and adventure on the Pacific coast.

**Early Philadelphia.** By Horace Mather Lippincott. J. B. Lippincott Company: Philadelphia. 339 pp. \$6.

In this volume Mr. Lippincott has attempted, with a fair degree of success, to reconstruct for us the social life of what was, in Revolutionary times, the American metropolis. Naturally and logically, a great part of the volume is devoted to a description of the Philadelphia Quakers, their religious customs and institutions, and their economic progress. Other elements in the city's growth receive due attention, and there is an interesting treatment of the German and Scotch-Irish migrations into what was then the wilderness. The illustrations are numerous and well selected.

**Old Roads Out of Philadelphia.** By John T. Faris. Lippincott. 327 pp. \$4.

A good companion volume to Mr. Lippincott's book is "Old Roads Out of Philadelphia," by John T. Faris. This writer's method serves to link the present with the past, in so far as the highways that it describes are those that are followed to-day by motorists, or in some instances, by trolleys. He points out historic sites and buildings, of which an astonishing number remain virtually intact, and with this book neither the resident Philadelphian nor the chance traveler can have any valid excuse for ignorance of historic associations.

**The Dwelling Houses of Charleston, South Carolina.** By Alice R. Huger Smith and D. E. Huger Smith. Lippincott. 373 pp. \$6.

There are only a few American cities that still cherish any great number of specimens of Colonial architecture. Of these, Salem, in New England, and Charleston, in the South, are two of the best examples. The houses of Salem have been frequently described, but we now have for the first time a comprehensive account of the old family residences of Charleston. In a beautifully illustrated volume the authors have traced the development of dwelling-house architecture in this Southern city, showing that successive periods are represented to-day in Charleston's streets by individual examples. It is fortunate that in Charleston, more than in most American communities, the materials for such a work as this have been preserved from Colonial days.

**Colonial Virginia: Its People and Customs.** By Mary Newton Stanard. J. B. Lippincott Co. 376 pp. Ill. \$6.

A record, not of the public events in Virginia's history, but of the living men and women who had a silent part in those events. The book is based altogether on materials not preserved in any of the formal histories of Virginia—Colonial

diaries, newspapers, letters, wills, inventories, and other documents relating to private and personal life. The author makes the somewhat surprising assertion that every statement made in her book is a matter of authentic record. In other words, "tradition," as such, has no place in its pages. Many readers will find this new history of the Virginia people, with its descriptions of their houses, household goods, social life, courtship and marriage, dress, outdoor sports, education, books, music, pictures, and religion far more entertaining than the standard histories which confine themselves to public affairs. Mrs. Stanard is known as an enthusiastic student of the Old Dominion's archives, and is the wife of William G. Stanard, secretary of the Virginia Historical Society and editor of the *Virginia Magazine of History and Biography*.

**Historic Silver of the Colonies and Its Makers.** By Francis Hill Bigelow. Macmillan. 476 pp. Ill. \$6.

Art changes in manner, in style, but its spirit and substance survive throughout the ages. This fact is excellently brought out in a generous volume on the "Historic Silver of the Colonies and Its Makers," by Francis Hill Bigelow. The work of the silversmith endures because of the intrinsic beauty of finely wrought vessels of silver and the high art of their designs. The text of this useful book describes the colonial silver of the seventeenth and eighteenth centuries, principally that made by colonial silversmiths. Many of these pieces bear records of American history, names and initials of men famous in Puritan days. Especial attention has been given to church silver. The author unearthed in Connecticut a wealth of colonial communion silver, the value of which was almost totally unrealized by its owners. Certain museums and well-known collectors and experts on old silver have assisted with the minor details of Mr. Bigelow's authoritative work. Photographs of certain domestic pieces made by the author, never before published, are included among a list of handsome illustrations. The book will prove a joy to lovers of old silver and a competent guide to collectors.

**France: The Nation and Its Development.** By W. H. Hudson. Stokes. 631 pp. Ill. \$3.50.

This admirable single-volume history of France is brought down to the initiation of the Third Republic, in 1871. The author began his work before the crisis of August, 1914, and has completed it at a time when the story of the French people—their customs and literature, as well as their political history—is of peculiar interest to the entire English-speaking world.

**A Short History of England.** By Gilbert K. Chesterton. John Lane Company. 284 pp. \$1.50.

Of course, no one will be misled by the title of Mr. Chesterton's brilliant little treatise to the extent of expecting to find in less than 300 printed pages a real "History of England." Mr. Chesterton himself calls his work a "popular essay." He makes no pretense to historical scholarship and is proud to describe himself as merely a member of the public. Mr. Chesterton's grievance is that "a history, from the standpoint of



a member of the public, has not been written." John Richard Green's great work will be at once recalled as a seeming refutation of this wholesale complaint, but Mr. Chesterton returns to the charge with the general criticism that Green does not "properly mention the people." As an instance of his shortcomings, Green calls one very large part of his story "Puritan England," while Chesterton contends that England never was Puritan. Whatever one may think of this contention, the author's theory of the English Reformation makes, at least, stimulating reading.

**Johns Hopkins University Studies in Historical and Political Science.** The Johns Hopkins Press: Baltimore. 189 pp. \$3.50.

To show how the committee system of the Virginia House of Burgesses, prior to the Revolution, had a direct relation to the calling of the first Continental Congress, is the task of Dr. J. M. Leake in the introductory monograph of the new volume of Johns Hopkins "Studies in Historical and Political Science." Two other papers make up this volume: "The Organizability of Labor," by William A. Weyforth, of Western Reserve University; and "Party Organization and Machinery in Michigan Since 1890," by Arthur Chester Millsbaugh, of Whitman College.

**Canadian Confederation and Its Leaders.** By M. O. Hammond. George H. Doran Company. 333 pp. \$2.50.

In view of the extensive political changes that have taken place of late in the Dominion of Canada, Americans everywhere will be interested in reading this restatement of the process by which confederation was brought about half a century ago. The story is told not as a distinct historical episode, but in the form of brief biographical sketches of the leaders in the movement.

**History of the United States.** By Henry William Elson. Macmillan. 950 pp. \$1.80.

A new one-volume edition of a standard history covering the entire period of our national development.

**History Through Illustrations.** By James Higginbottom. Stokes. 188 pp. Ill. \$1.25.

Suggestions for the teaching of ancient and English history by means of blackboard sketches. The material is presented in groups of drawings designed to picture to the child the life of successive historic periods.

**The American Revolution in Our School Text-Books.** By Charles Altschul. With an Introduction by James T. Shotwell. Doran. 168 pp. \$1.

In discussing our attitude towards Great Britain in the present crisis, reference is often made to the influence that is supposed to have been exerted in years past by history text-books in use in American schools. This little book brings together and arranges extracts from the books in use more than twenty years ago and those at the present time in the hands of American school children, in such a way as to let the reader judge for himself in regard to the alleged prejudicial influence.

**The Unpopular History of the United States by Uncle Sam Himself.** By Harris Dickson. Stokes. 162 pp. Ill. 75 cents.

A deliciously frank statement of our past shortcomings as a nation in the matter of military preparedness. The compilation is made from the Government records and is therefore fairly credited to "Uncle Sam himself." In some respects the tale is far from flattering to our national vanity. The general effect of having these facts known to the people should be wholesome and in every way stimulating to patriotism and efficiency.

**The Story of Cooperstown.** By Ralph Birdsell. The Arthur H. Crist Company, Cooperstown, N. Y. 425 pp. Ill. \$1.50.

An excellent account of the town at the foot of Otsego Lake with which the family and personality of J. Fenimore Cooper have been closely associated. Many attractive and appropriate illustrations accompany the text.

## SONGS OF THE PEOPLE

**English Folksongs from the Southern Appalachianians.** Collected by Olive Dane Campbell and Cecil J. Sharp. Putnam's. 369 pp. Ill. \$3.50.

Mr. Cecil J. Sharp, whose untiring enthusiasm and loving, scholarly research over a period of ten years have restored the English folk dance to us in all its original fascination; and who has also salvaged thousands of the vanishing folksongs of his native country, has recently spent several months in "collecting" in the mountains of Tennessee, Kentucky, North Carolina and Virginia. The results of his first expedition, nine weeks in what is called the Laurel Country, are now embodied in the present volume, just as he has returned from a second, even more successful expedition. They comprise 122 songs and ballads

and 323 tunes (the music is printed with the words), from a people supposed to be without cultivation or traditions. Most of the ballads are recorded in the standard English collections; and in some cases older versions than any yet found in England have been preserved among these primitive mountain folk, descended from the sturdy, free-minded seventeenth century settlers of Carolina and Virginia, who pushed on into these fastnesses, often to escape from the social inequalities which wealth and luxury were already emphasizing in the Southern colonies by the middle of the eighteenth century. These mountaineers sing as naturally as they talk, and Mr. Sharp has the utmost enthusiasm for their true musical feeling and their hospitality.

## POETRY AND THE WAR

"THERE is a great wind, a wind of the spirit, blowing now through the old Life-Tree of Humanity," M. P. Willcocks writes in the foreword of "The Poems of Brian Brooke." "In 1917, everyone can hear it, for it sounds even above the roar of the guns." One hears this "wind" throughout the mettlesome verse of Captain Brooke, and its word is this: "Behold I make all things new."

"Korongo," which means "the Big Man," was the name given Brooke by the Masai tribe of East Africa, and under this name he wrote his poems of war and adventure. He was born in 1889, in Aberdeenshire, Scotland, and received his training for colonial life in Gordon College, where Lord Byron received his early training. At the age of eighteen, he went to British East Africa, later to Ceylon, and then back again to Uganda. At the beginning of the war, he was a transport officer on the Jubaland frontier.

He promptly enlisted as a trooper in the British East African force, rose to a captaincy, obtained a transfer to the Gordon Highlanders, and went to France. On July 1, 1916, he commanded the right wing of the Gordon Highlanders at Mametz. Thrice wounded in this offensive, he died of his wounds three weeks and three days later. He passed on the wings of the great wind, and, for a memorial of his valor, we have a sheaf of swinging adventurous verse, somewhat Kiplingesque and brimming with the hurtling definiteness of eager youth. Like Rupert Brooke, he seemed to know he should not survive the war. Here is his farewell, written, it would seem, while he was still in Africa:

"I've made my friend, and I've made my foe, and stuck to them each and all.

And I'll stick to them still until either go, or till I in my turn shall fall.

For now I'm off on the warpath trail and the sky in front is black,

For I hear the song of the winds that wail, and I know that I'll not come back:

The lion will grunt and the jackal bark, and the zebra will screech with fear.

The fussy will prow! in the lonely dark, and *Korongo* will not be here."

In "The Red Flower,"<sup>1</sup> Dr. Henry van Dyke has recorded his impressions of the war during the

time he was United States Minister to Holland. He has felt the war deeply and pondered much on its effect upon the spirits and minds of men. The underlying current of his poems pleads that the ideals of honor and justice and national righteousness shall be preserved out of the welter of conflict for the sake of future generations. Some of the most melodious lyrics given us by Dr. van Dyke's ripened and finely tempered poet's talent are in this little book. Notable among them are "The Bells of Malines," and "The Oxford Thrushes."



BRIAN BROOKE  
(KORONGO)

(The young Scotch poet who died of wounds after severe fighting in the campaign of 1916)

Among the books of verse by English authors, we have "There Is No Death," poems of the war written by Captain Richard Dennys, who died from his wounds early in the battle of the Somme (Lane). The volume contains his early poems and "Songs of the War," written during his later days.

"The Red, Red Dawn," poems by James A. Mackereth, radiate love for England and pride in her valorous sons. (Erskine, Macdonald, London, Eng.) He writes the following stirring lines for England's consecration to the clean purposes of the war:

"God make us meet for this occasion! Speed  
Our feet to service; fire our hearts to seize  
The lowly tasks that do ennoble men.  
Make mute our mouths in sorrow, and make  
clean  
Our lips in song; make us in purpose, steel,  
In pity, dew. Now honored countrymen,  
At last—at last, under the prospering skies,  
To the breach! to the breach! For England and  
St. George."

"Odes to Trifles and Other Rhymes," by R. M. Eassie, of the Canadian Expeditionary Force (Lane), are among the best of the poems in lighter vein that have been inspired by the war.

Everard Jack Appleton's songs of the American Service, "With the Colors,"<sup>2</sup> will stand as a volume of readable swinging war rhymes, sprinkled with humor and gusty patriotism, alternated by now and again, a more serious lyric. Of the latter "The Soul of Sergeant Todd" is the best, and incidentally the most powerful poem of the entire collection.

<sup>1</sup> The Poems of Brian Brooke. Lane. 183 pp. Ill. \$1.25.

<sup>2</sup> The Red Flower. By Henry van Dyke. Scribners. 52 pp. 50 cents.

<sup>3</sup> With the Colors. By Everard Jack Appleton. Cincinnati: Stewart, Kidd. 104 pp. \$1.

## REGIONAL AND COLLOQUIAL POETRY

MR Edwin Ford Piper writes of the Middle West from Illinois to the Rockies in his volume of colloquial verse, "Barbed Wire and Other Poems." He writes with vigor and freedom and the quality of this one book is such as to assure instant success. His poems unfold synthetically the great drama of the settlement of a new country, of the subjugation of the wide stretching prairies by the hardy pioneers. In "The Movers," one sees the prairies schooner jolting over the hot trail. And where the trail breaks against the sky, the emigrants' vision of "home." "The Settler," "The Grasshoppers," and "The Ford by The River" picture the pioneer grappling with the stubborn forces of nature. Nothing so eloquent on the personality of neighborhoods as "The Banded" has come from American poets. Yet he can forsake commonplace phraseology to write lines of pure flowing melody, and a lyric as delicate as "Moon Worship." The book is dedicated to his father and mother, who were pioneer settlers in Nebraska in 1869.

"Old Christmas and Other Kentucky Tales in Verse,"<sup>2</sup> were written by William Aspenwall Bradley after a period spent in the Kentucky Cumberlands and other parts of the Southern Appalachian system. There have been several theories in regard to the blood strains of the mountaineers of this region. Mr. Bradley thinks there may be an infusion of French and German elements with possibly a trace of aboriginal blood. Everywhere in the Cumberlands, he writes, "one hears the beauty of spoken poetry" and it is this poetry he has set down in his Kentucky Tales. They have great interest both as poetry and as human documents; they are picturesque, and full of color and atmosphere. There is no finer lyric of its kind in the files of our folk poetry, than "The Men of Harlan." Here, the author has caught the rhythms of the rugged peaks, and the music in the hearts of solitary men.

The life of the oldtime cowboy on the cattle ranges is retold in "Early Days on the Western Ranch,"<sup>3</sup> a book of freshly phrased melodious verse by C. C. Walsh. Humor and pathos mingle in the lyrics together with a philosophy in which loyalty is the prime essential. A photograph of a Texas Long-horn has a fitting place on the cover, and twenty-four illustrations that picture the incidents of ranching in the West accompany the poems.

Poem-games and other poems arranged for vocal execution in the manner of the chant, are included in "The Chinese Nightingale and Other Poems,"<sup>4</sup> Vachel Lindsay's first collection of poetry since "The Congo." The title poem,

one that for beauty and vigor is unsurpassed in modern poetry, won the annual prize given by *The Poetry Magazine*. Among the poems read with success by Mr. Lindsay on his lecture tours are: "Simon Legree," "John Brown," and "King Solomon and the Queen of Sheba."

Irvin Cobb writes: "One of these days they are going to elect a successor to the late James Whitcomb Riley as the most typical writer of homely, gentle American verse. I have my candidate picked out. His name is Grantland Rice." Those who read Grantland Rice's "Songs of the Stalwart"<sup>5</sup> will agree with the comment. There are nearly a hundred poems in the volume, "Songs of Somewhere Back," "Songs of the Off Trail," "Songs of the Game," "Songs of Courage" and "Songs Above the Drum Fire." He writes of Alan Seeger:

"You waited while the twilight's breath  
Came crooning some old serenade,  
To hold your 'rendezvous with Death  
At some disputed barricade.'

"Today the Legion holds the line  
Unbroken by the driving mass,  
Where you have helped to write the sign,  
In dripping blood—"They Shall Not Pass.'"

"Christmas Night in the Quarters,"<sup>6</sup> a gift book of Irwin Russell's negro dialect poems, will please lovers of folk-lore, Joel Chandler Harris writes that Russell was one of the first of Southern writers to appreciate the literary possibilities of the negro character. He was born in Mississippi in 1853 and died in 1879. The dialect of the poems is that spoken by the Mississippi negro. Although his life was brief, he accomplished much and left a lasting imprint upon American literature.

His negro operetta, which gives its title to the book, combines the features of a character study with a series of plantation pictures. The other poems in the book are brief, humorous ballads chiefly of negro life, though some of these are Irish, and deal with aspects of ordinary Southern life just after the war. Twenty-six illustrations by E. W. Kemble, our greatest interpreter in pencil of the American negro, accompany the poems.

"Rhymes of Our Home Folks,"<sup>7</sup> by John D. Wells, are poems of the home and of the simple life. They will please readers who do not care for academic strophes, and who like poetry that is hand in hand with the actual events of everyday life. There is a flavor of Riley in the best of the lyrics, and patriotism, good cheer and sunshine in most of them. "Pan at Large" is a hint of what Mr. Wells might do with classical subjects if he chose.

<sup>1</sup> Barbed Wire and Other Poems. By Edwin Ford Piper. The Midland Press (Moorhead, Minnesota). 125 pp.

<sup>2</sup> Old Christmas and Other Kentucky Tales in Verse. By William Aspenwall Bradley. Houghton, Mifflin. 112 pp. \$1.25.

<sup>3</sup> Early Days on a Western Ranch. By C. C. Walsh. Boston: Sherman, French. 81 pp. \$1.25.

<sup>4</sup> The Chinese Nightingale and Other Poems. By Vachel Lindsay. Macmillan. 127 pp. \$1.25.

<sup>5</sup> Songs of the Stalwart. By Grantland Rice. Appletons. 255 pp. \$1.

<sup>6</sup> Christmas Night in the Quarters. By Irwin Russell. Century. 200 pp. Ill. \$2.50.

<sup>7</sup> Rhymes of Our Home Folks. By John D. Wells. Harper Bros. 184 pp. \$1.25.

# THE RISE OF THE LITTLE THEATER

THE war, which has laid a heavy hand on many enterprises, has not repressed the impulses to democracy in the theater that have brought about the rise of the Little Theater. This enterprise represents the new sharply individualized coöperation pitted against the old standards of non-coöperative, commercialized theatrical art. It is the old game of democracy against autocracy—and in the theater democracy has the stage.

The presence of Jacques Copeau in this country, with the opening of the Theatre du Vieux Colombier in New York, is the most assertive indication of the triumph of the Little Theater over its ponderous and commercialized rival.

Over fifty Little Theaters have been initiated throughout the United States since the season of 1911-12. What these

theaters mean in the process of the democratization in our national life, and in the development of a fresh and vital art impulse, Mr. Sheldon Cheney tells us in a stirring and captivating book, "The Art Theater."

With the ideal of the Art Theater's mission, "the creation of another beauty," constantly before him, he has written a definite discussion of its organization, and its promise as a corrective for the present evils of the commercial theater and analyzed with clarity the aims of the various producers of the newer schools.

The aims of the Art Theater are: first, the attainment of what Mr. Cheney calls the "synthetic ideal," which has been sought by Gordon Craig, Joseph Urban, Sam Hume, and many other pioneers of the new stagecraft, which is "the elusive quality which makes for rounded-out, spiritually unified productions"; second, the experimental ideal, the trying out of the work of playwrights and stage decorators; third, the development of a sound business management. These ideals blend to form the supreme gift of the Little Theater to drama—"stylization." In the theater this corresponds to "style" in literary work, or "interpretation" in music. It suggests an all-embracing mood or tone, that runs through every department of the director's work. It is an individualized grasp of the inner vision of beauty harmonized and crystallized in the art of the theater.

Constance D'Arcy Mackay presents a complete survey and review of the work of the Little Theaters in a crisply written informational volume,

"The Little Theater in the United States." Together with Mr. Cheney she reviews the inception of the small art theater in Europe by André Antoine. In 1887, the French actor, Antoine founded the *Theatre Libre* in Paris, and produced the revolutionary plays of Ibsen, Strindberg, Brieux, Tolstoy, and various French playwrights. The *Freie Buhne* in Berlin was founded in 1889. In 1891, the Independent Theater was established by J. T. Grein in London. The Moscow Art Theater was opened by Constantine Stanislavski in 1890. Wyspianski, the Polish painter and poet, established his own theater at Cracow which strove, the author writes, to be to Polish drama "what Chopin is to Polish music, inspirator and interpreter." The opening of the Convex Mirror

Theater of Petrograd followed, and of various Little Theaters in England. In 1907, Strindberg, with the help of August Falk, established the Intimate Theater at Stockholm, Sweden. Brussels, Budapest, Munich, and Berlin developed Little Theater enterprises, and in 1911-12, the movement reached the United States.

Among the pioneers of this movement are Jacques Rouché, William Butler Yeats, Gordon Craig, Lady Gregory, Reinhardt, C. D. Coburn, Ben Greet, Butler Davenport, Richard Ordinsky, Joseph Urban, Sam Hume, Mrs. Lyman Gale, Winthrop Ames, Maurice Browne, Mrs. Harriet Jay, Stuart Walker, and various companies of "Players."

Mrs. Mackay says that poetic drama has at last found its way to the stage; "poetry, fantasy, grim realism," star-dust, pantomime and tingling satire," now tread the boards of the Little Playhouses.

Among the bijou homes of dramatic art are: The Greenwich Village Theater, the famous Bandbox Theater, the Neighborhood Playhouse, the Bramhall Playhouse and the Theater of the Provincetown Players in New York. There is a Community Repertory Theater in Brooklyn, and a small theater in Yonkers. Others have been opened in Philadelphia, Baltimore, Washington, Pittsburgh, Erie, Rochester (N. Y.), Detroit, Cleveland, St. Louis, Kansas City, Indianapolis, Galesburg (Ill.), Chicago (Jane Addams Hull House Players), St. Paul, Columbus, Cincinnati, Fargo, N. D., Los Angeles, and Portland, Oregon, and in other cities. McKinley County, N. D., has a little theater. Plainfield, New Hampshire, possibly the most beautiful small Country Theater in America, originated by Mr. Howard Hart. Kate Douglas Wiggin has remodeled a barn at Hollis, Maine, into a rural playhouse, and



DECORATIVE DRAWING FOR GREENWICH VILLAGE  
THEATER'S PROGRAM

<sup>1</sup> The Art Theater. By Sheldon Cheney. Knopf. 249 pp. Ill. \$1.50.

<sup>2</sup> The Little Theater in the United States. By Constance D'Arcy Mackay. Holt. 277 pp. Ill. \$2.

groups of players have crystallized in the colleges and universities along the lines of the Little Theater players in order to develop the talent of the undergraduate bodies.

The first Little Country Theater was established at Fargo. Alfred Arvold, of the University of North Dakota, the founder, says: "In the desolate rural districts of the West, where there is only one Eastern passenger train a day, the whole town turns out to watch that train come in. Why? Because to the country people, it represents the larger life. They do not know it, but the hunger that impels them to go to the station is a hunger for adventure, for romance, for something different. Give these people a Little Theater, and since both players and audience are drawn from the community, their hidden love for the strange, the romantic, the colorful, will be focused and satisfied."

In "The Community Theater," Louise Burleigh has confined herself strictly to the community drama which involves social coöperation. She writes that while there must be extensive coöperation within the community, there must be—for the success of the enterprise—the personal invention, the artistic consciousness of the small group, or of the individual. Democracy in the theater just as democracy elsewhere requires leaders, the difference being that whereas in commercialized dramatic art these leaders are forced from without inwards upon the people, in the communized art of the Little Theaters leaders work from within up and outward to the apex of leadership according to the actual laws of growth. Percy Mackaye has written the preface for this stimulating work. The author is a graduate of Professor Baker's dramatic course at Harvard College.

A new work by Thomas Dickinson, "The Insurgent Theater," treats of recent events in little theaters bearing on plans of organization. He maintains that the Little Theater has survived and escaped the claws of "big business" because of its lack of pretense. In the chapters, "Federated Audiences," "Dramatic Laboratories," "The Children's Theater," "New Ideas of Circuit," "Art and Outlook," Mr. Dickinson discusses many matters pertinent to the growth of theaters of this type. That the Little Theater is in reality a revival of a guild, he makes apparent. It is a guild of coöperative craftsmen, artists and artisans—one which must be economically free if it would survive.

"Problems of the Playwright," by Clayton Hamilton, is intended as a suffix to his "Theory of the Theater and Studies in Stagecraft." The field of contemporary drama is viewed from the vantage point of the dramatist, the stage director, the critic,

scenic artist, the manager and the public. We are reminded of our present national dramatic perspective; we are really living in the period of a great development of the drama, when the theater has again—as in the past—become the connecting link between the world of reality and the domain of light imagination. The chapters on "Stevenson in the Theater," "Middle Class Opinion," Yvette Guilbert, and on "High Comedy in America" are of particular interest. For sheer power to entertain no other writer on stagecraft excels Clayton Hamilton.



MRS. FISKE AS "MADAME SAND"

Alexander Woolcott, formerly dramatic critic for the *New York Times*, has added another and a different performance to the long list of Mrs. Minnie Maddern Fiske's achievements.<sup>1</sup> It is a charming record of her views on the stage, of her wisdom as producer, manager, director, critic and actress told in the form of table-talks about plays, playwrights, play-goers and famous actors and actresses. Amateurs who are searching for the secret of success will find it in this book. It is free to all who have the perseverance, fine intelligence, the dramatic temperament, and—*soul*. What Mrs. Fiske has won for her art, may be won by others following the methods she expounds

which, with certain modifications, are those of all great artists of the stage, of Duse, of Rejane, of Bernhardt. She believes that the art of acting is an exact science; to learn this science, one must study life and keep clear from theatricalization. A final chapter gives a history of Mrs. Fiske's career from the time when she was an infant prodigy, a four-year-old girl billed as "Little Minnie Maddern," down to her notable productions of the present day. The book is illustrated with twenty-five photographs of Mrs. Fiske and of plays in which she has appeared.

"Amateur and Educational Dramatics," by Evelyn Hilliard, Theodora McCormick and Kate Oglebay, tells how to make amateur dramatics successful. It is both a manual for the home producer of children's and young people's plays and a study of the fundamental principles that underlie dramatic work. In educational dramatics, the child, not the play, "is the thing." The performance of a play is not of primary importance, but the development of the child. The authors write of games and plays for children and their relation to the drama, of teaching reading by means of dramatic work, how to write a play, points of production, analysis of scenes, use of the voice, the "body as an instrument," and the study of dramatics as a help in earning one's living. This work will be appreciated by children, young women in business, and all grown-ups who produce amateur plays, or teach children.

<sup>1</sup> The Community Theater. By Louise Burleigh. Little, Brown. 188 pp. Ill. \$1.50.

<sup>2</sup> The Insurgent Theater. By Thomas Dickinson. Huebsch. 251 pp. \$1.50.

<sup>3</sup> Problems of the Playwright. By Clayton Hamilton. 339 pp. \$1.60.

<sup>4</sup> Mrs. Fiske: Her Views on the Stage. By Alexander Woolcott. Century. 229 pp. Ill. \$2.

<sup>5</sup> Amateur and Educational Dramatics. By E. Hilliard, T. McCormick and K. Oglebay. Macmillan. 169 pp. Ill. \$1.

# THE PLAY AT HOME AND ABROAD

**Three Short Plays.** By Granville Barker.  
Little, Brown. \$1.

These plays are tempered with the thin, keen edge of Barker's fastidious intellectualism. "Rococo" deals farcically with a quarrel over a vase in the family of an English vicar. "Vote by Ballot" is a variation of the old tune of politics and a commentary on the problematical usefulness of the ballot. Mr. Torpenhouse's remark to his friend Lord Silverwall epitomizes Barker's feeling: "The same old tune . . . different words to it. It didn't really seem to me that it could hurt England at all to have you in Parliament." Later Mr. Torpenhouse proposes to move to abolish the ballot on the ground that it "compromises dignity and independence." "Farewell to the Theater" is a talk between Edward McLenegan and Dorothy Taverner set down in dramatic form. In this trifle, hardly a play, Barker is more the poet, or the symbolist, of "Souls on Fifth" than the dramatist. He is oppressed by the ephemeral quality of dramatic art. One leaves the theater having given one's best to it, only that others may come—that the blood of newer hearts may be mixed with the mortar of its walls.

**Hadda Padda.** By Godmundur Kamban.  
Knopf. \$1.

This strikingly brilliant play was translated from the Icelandic into Danish and produced at the Royal Theater at Copenhagen. Georg Brandes says: "The Iceland of ancient and modern times meets in 'Hadda Padda.' She has more warmth, more kindness of heart, more womanly affection than any antique figure from a Saga. . . . Such profound and exquisite womanhood, such inflexible masculine will have hardly ever been seen combined on the stage before." Godmundur Kamban received the *honoria causa* from the College at Reykjavik, Iceland—the first and only time the prize has been awarded. The English text of this play is the work of Sadie Louise Peller.

**More Short Plays.** By Mary Macmillan.  
Stewart, Kidd Co. 242 pp. \$1.50.

There are seven plays in this collection so varied of plot that the author recommends: "If you like one do not read the others." All the plays are pleasing, however, viewed from different angles. "His Second Girl" is a delightful bit of comedy. "At the Church Door" satirizes the conventions that destroy our earthly Edens. "Honey" is a symbolic play of rough mountain folk. "The Dress Rehearsal of Hamlet" is an excellent satire, a rehearsal that would make the Bard of Avon rest less peacefully in his grave. "The Pioneers" presents the scene of the first settlement of what is now a great city in the Middle West. "Mendelesia," Part I, is a study in mysticism. Part II is a modern realistic play. The two parts show that the caste system as worked out in modern marriage often sacrifices

the virility of the race. "The Dryad" is a poetic fantasy in verse that will appeal to the heart of every tree-lover.

**Anne Pedersdotter.** By H. Weirs-Jenssen.  
Little, Brown. \$1.

The English version of this powerful play is by John Masefield. The scenes are laid in Bergen, Denmark, in the year 1754. Anne Pedersdotter is the central figure in a case of witchcraft. Anne's mother had been named as a witch and saved from burning by the Palace Chaplain, Absolon, because he loved the youthful Anne. The suggestion that unholy power can be usurped at will works in Anne's mind. Encouraged by Absolon's statement that he has wronged her youth by marrying her, Anne tells Absolon that she has willed his death and that she loves his son. The old man dies of shock and Anne is put to trial by the old method of confession while touching the corpse of her husband. Overcome by the poison of suggestion, she shrieks out that she is a witch and in league with the Devil. This scene for dramatic power must stand with the great scenes of modern drama.

**Sacrifice and Other Plays.** By Rabindranath Tagore. Macmillan. \$1.50.

There are four plays in this new collection. In "Sanyasi," Tagore teaches that the Infinite is to be found in the concrete; the outward manifestations of creation are "the secret" of life. "Malini" is an apotheosis of woman, and womanly love; "Sacrifice" explains the mystery of the suffering of the innocent and the shedding of guiltless blood. Men die "to kill the falsehood that sucks the life-blood of man," and thus conquer death and the monstrous gods of evil. "The King and the Queen" teaches, among other things, that war—once carried on for any length of time—possesses a potent hold over the habits and imaginations of men. They who begin to fight for justice are apt to continue to fight for love of war itself. While the technic of these plays closely resembles that of the previous collection, the teachings are more forceful, and emerge from the philosophy of the East in sharp, definite outlines which are satisfying to the Western mind.

**Two Belgian Plays.** By Gustave Vanzype.  
Little, Brown. \$1.25.

Gustave Vanzype has been called the Curel of the Belgian stage. As opposed to Curel, however, Vanzype believes that dramatists should use the stage as a pulpit and "keep within the domain of everlastingly great ideas and conceptions." The plays portray the salient characteristics of the Belgian race. "Mother Nature" develops the poignant theme of the yearning by a disillusioned wife for motherhood. "Progress" pictures the struggle between the passing and the oncoming generations, the crushing of the established by the experimental. Barrett Clark has translated the plays into English and written the introduction.



# THE FINANCIAL OUTLOOK FOR 1918

THE above caption does not imply that anyone can have fixed ideas regarding the currents or trends of so impressionable a subject as that of war-time finance and to be arbitrary and unbending in belief in such a period is most profitless. At the beginning of 1917 very few would have predicted what has taken place this year, and as unexpected conditions are created in ratio to the intensity of the world's struggle through which we are passing, it is safe to say that there will be just as many surprises in 1918 as there were in 1917. The only anchorage that one has for opinion is to a fairly well defined irreducible minimum in the matter of prices, and that as the share list in the past twelve months declined an average of 20 points, there is just that amount of slack taken up and accounted for with most of it removed from a class of securities that were not in the least inflated last January.

## *Government Funds*

The most profound tendency last year was the monopolization by the Government of the money supplies of the country. From now on this centralization of financial power will be even more conspicuous than it was in 1917. It is literally true that every corporation, every municipality, every district—and it may be so with the States—has first to submit its financial requirements to the Washington authorities before such requirements are permitted to be met. This is chiefly because the Government is the only borrower in large sums on a scale of interest reasonable in proportion to the earnings on the proposed investment of capital, and, second, because the Treasury of the United States cannot afford indiscriminate use of funds which can best be employed in winning the war. The so-called "non-essential" may be eliminated or reduced to moderate energy by the withholding of fuel or raw materials, but usually the drying up of the regular founts of credit affect it more than any other one factor, and if it cannot justify its utility in the war program it will probably have great difficulty in getting the Gov-

ernment to authorize the issuance of securities. Even so strong corporations as the Pennsylvania Railroad, on the one hand, and the United States Steel Corporation on the other, may, with all their surplus funds, have to bring their budgets before the Treasury to be reviewed.

The highest credit in almost all nations is government credit. Nothing so supports wavering credit as the intimation that government has taken a hand and may give either moral support or positive guarantees. The present credit of the United States is roughly represented as a little over 4 per cent., as the second Liberty 4s are at a 3 per cent. discount. The best municipal credit is just under  $4\frac{1}{2}$  per cent. The  $4\frac{1}{2}$  per cent. New York City bonds are quoted between 96 and 97. The highest State credit is a trifle better than  $4\frac{1}{2}$  per cent. So there is a very even relationship in these three classifications. But, when we get into corporation credit the variations are so great that business suffers from them. The first mortgage bonds of our finest railroads are quoted to yield about 4.75 to 5 per cent. On the other hand, the first mortgages of the roads that may be as essential to the government in hauling freight for war purposes are selling to yield 6 to nearly 8 per cent. The same is true of industrial concerns whose prior lien bonds are selling as 5s a few points under par, while the 6 per cent. notes of others are at a pronounced discount. There is some difference here from that of the railroads, for, in most cases, the strongest of the manufacturing concerns in the matter of credit are those most essential to the government. To them even it has been found desirable to advance large initial payments, so that they may expand and purchase sufficiently of raw materials. Going still further, the public utility that may be a producer of power to run a munitions plant cannot generate enough power to meet the wants of this plant whose product the Government must have. But the credit of the utility is represented in a price of say 90 or 95 for its first mortgage 5 per cent. bonds, which no.

banker will take in large amount, even at these figures.

It is apparent that one and all of these corporations or political divisions must be nursed by the government. They cannot compete in a market which willingly yields up its billions to popular loans at  $3\frac{1}{2}$  to 4 per cent., but draws aside when a few millions are offered by a private concern at 6 to 7 per cent. and a liberal discount. So the function of the Treasury of the United States this year will be not only to draw from the savings of the people the funds required for the war, but to stand behind the industries and railroads whose material support it must have and in return for which and to develop which to the best advantage, considerable capital amounts at moderate rates of interest must be provided.

The direction of government interest rates during the year will obviously be upward. So long as a 4 per cent. bond sells below par, concessions either in the rate of interest or the tax-exempt feature will have to be made to attract the next army of millions of subscribers. Already the interest rate in Farm Loan Bank loans has been lifted  $\frac{1}{2}$  of 1 per cent. to the farmer, and it is logical to expect a 5 per cent instead of a  $4\frac{1}{2}$  per cent. rate on the bonds issued by this bank. Cities that have been borrowers up to a few months ago at 5 per cent. are issuing 5 and 6 per cent. short-term notes at a moderate premium. The fall in the prices of foreign government issues listed in the United States has been tremendously heavy the past two months. It amounts to an average of 20 points in about a score of issues, though this is principally affected by the depreciation in Russian and French city bonds. The further down such securities go and the higher goes their return the more difficulty it gives to the placing of any quasi-government issue at even prevailing interest figures. It is more than probable that the third Liberty Loan will be at the rate of  $4\frac{1}{2}$  per cent.

Great interest is being taken in the War Savings Stamp campaign. From every part of the country comes evidence of an awakening interest in this first drive in the United States toward a national policy of thrift. The plan of operations was outlined in the REVIEW OF REVIEWS last month.

### *Railroad Securities*

The par value of the railroad investment of the United States is roughly \$20,000,000,000. It is estimated that, on this, for the

year ending December 31, 1917, the earnings above all operating expenses, rentals, taxes and interest charges will be \$560,000,000. This would be over 4 per cent. on the \$20,000,000,000. It is to be remembered that before this \$560,000,000 was reached all fixed charges had been deducted, in other words that sufficient had been made to maintain the solvency of the roads as a whole and a margin of over 4 per cent. created against share capital.

A form of preparation for Government purchase is in the valuation of the physical properties of the railroads, which has been going slowly forward the past two years. So far it has accomplished little. The appraisals given have been on small roads in whose financial structure there was obviously the element of over-capitalization, or "watering." But there have been no valuation figures turned in of properties where the cash paid in is well established and where valuations reported by well-known engineers have shown that the reproduction cost would exceed the bond and share capital.

Just what would be the offer by the Government to holders of notoriously overcapitalized roads it is hard to say. Such holders could not expect the sympathy for entertaining a speculative venture that was given the individual who has taken the known facts and on them based an investment.

### *Current Prices Not an Index of Values*

Under normal earnings and in peace years a railroad preferred stock whose dividend is covered three times or more should sell on a 5 per cent. basis, or par for a 5 per cent. issue and 80 for one paying a 4 per cent. rate. This would mean that the first-mortgage bonds of the road whose preferred returned 5 per cent., would be about par and second mortgages between 95 and 90. To-day the price of the 5 per cent. stocks that were par is 80 and of the 4 per cent. stocks 70 to 60. Allowance has to be freely made in these depreciated figures for foreign liquidation of nearly \$2,000,000,000 worth of securities and the competition of such stocks with foreign government issues yielding 7 to 9 per cent. Therefore the current selling prices are not those reflecting values. The Interstate Commerce Commission, in its report of December 5, showed a realization of this and it cannot be too strongly emphasized to those members of Congress who think now is the time to take the railroads, while their stocks and bonds are cheap.

# INVESTORS' QUERIES AND ANSWERS

## No. 894.—A LIST OF YARD STOCKS AND THEIR DIVIDEND RECORDS

Please give me a list of one dozen stocks which you consider good investments of their kind at present prices, giving a short synopsis of the dividend history of each issue, and indicating the yields at these prices.

Here is a representative list:

	Div. Rate	Price Dec. 15	Yield
Atchison preferred.....	5	79¾	6.3
Union Pacific preferred.....	4	74	5.8
Norfolk & Western preferred.....	4	70	5.7
Union Pacific common.....	8	106½	7.5
Great Northern.....	7	84¼	8.3
Southern Pacific.....	6	78¾	7.6
United States Steel preferred.....	7	105¾	6.7
General Electric.....	8	120	6.7
American Sugar preferred.....	7	106	6.6
Bethlehem Steel cum. pfd.....	8	93¾	8.5
B. F. Goodrich pfd.....	7	94	7.5
Western Union.....	6	80¾	7.4
Average Yield .....			7.00

Atchison preferred has paid regular dividends at the rate of 5 per cent. since 1901. It has sold as high as 108, and as low as 78 during this period.

Union Pacific preferred has paid regular dividends at the rate of 4 per cent. since 1900. It has sold as high as 118½ during this period, and its present price is its low.

Norfolk & Western preferred has paid regular dividends at the rate of 4 per cent. per annum since 1899. It has sold as high as 98 during this period, and its present price is its low.

Union Pacific common paid regular dividends at the rate of 10 per cent. per annum from 1907 to 1913 inclusive. In 1914 it paid a cash dividend of 9 per cent. with a special dividend of 3 per cent. in cash, 12 per cent. in Baltimore & Ohio preferred shares and 22½ per cent. in Baltimore & Ohio common shares. In 1915 and 1916 the regular rate was 8 per cent, at which it has been continued since, with 2 per cent. extra January, 1917, and one-half of 1 per cent. quarterly since. As a 10 per cent. stock, Union Pacific common sold as high as 219 and as low as par, and as an 8 per cent. stock it sold as high as 153½, with the present its low price.

Great Northern has paid regular dividends of 7 per cent. since 1899. It sold as high as 348 during this period, and its present price is the low record.

Southern Pacific has paid regular dividends at the rate of 6 per cent. since 1908. It has sold as high as 139½ during this period, and its present price is the low.

United States Steel preferred has paid regular dividends of 7 per cent. since incorporation in 1901. It has sold as high as 131, and as low as 102.

General Electric has paid dividends at the rate of 8 per cent. since 1902. Except for a brief period just preceding the distribution of a big stock dividend in 1902, the high price was 204 and the low 89½.

American Sugar preferred has paid dividends at the rate of 7 per cent. since organization in 1891. It has sold as high as 141, and its low

price was 66½, recorded during the panic of 1893.

Bethlehem Steel cumulative, convertible preferred stock, as you probably know, was issued only this year. It has sold as high as 101½ and as low as 93½. In case you are not familiar with the fundamental characteristics of this relatively new issue, we direct attention to the fact that it is callable at 115, and is convertible at 115 into Class B common stock, now paying dividends at the rate of 10 per cent. per annum and selling at about 68.

B. F. Goodrich preferred has paid regular dividends at the rate of 7 per cent. per annum since incorporation in 1913. It has sold as high as 116¾ and as low as 79¾.

Western Union's more recent dividend record is as follows: 3 per cent. from 1909 to 1913, inclusive; 3¾ per cent. in 1914; 4¼ per cent. in 1915; 5½ per cent. in 1916; 6 per cent. since that time, with a recent extra cash dividend. The high price of the stock during this period was 105½, and the low 53¾.

## No. 895.—SOME SOUND BOND—AVERAGING ON PENNSYLVANIA

Within a short time I shall have a few thousands available for investment. I desire to get the largest income consistent with safety. The following is my selection: United States Government Liberty Loan 4 per cents; United States Steel 5 per cents; United Kingdom of Great Britain and Ireland collateral 5½ per cents. What do you think of these issues?

I have a few shares of Pennsylvania bought at 57, and have thought I might buy more to average the price per share. Is this stock a safe investment considering present conditions?

It seems to us that you have shown first rate judgment in your selections. There can, of course, be no two opinions regarding the investment merits of the Liberty Loan bonds, except that as between the 3¾ per cent. and the 4 per cent., the former have somewhat the more attractive conversion privileges, and afford complete tax exemption, whereas the 4's afford exemption only as to the normal Federal income tax.

Among standard industrial bonds, there is probably nothing better than the United States Steel sinking fund 5's at prevailing quotations. Nor do we believe any doubt can be entertained about the safety of the secured notes of the United Kingdom.

The whole railroad situation has lately been surrounded by many uncertainties. It seems now to be clarifying, however, and considering the present relatively low average price level of standard dividend paying issues like Pennsylvania, we think conservative buying of such securities not at all unreasonable. It might, indeed, be a good idea for you to average on your present holdings of this stock, especially if you can make up your mind not to pay too close attention to market quotations over the next few months, and not to feel too much concern if perchance there should be another noticeable decline in the price before the tendency to regain its former market position sets in definitely.

# THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

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(Mr. McAdoo is a great executive by nature and by training. He has courage, imagination, and power of swift decision. He deals with main things and leaves details to others. Transportation and public finance are his two fields of thought and effort. He has had a great part in creating the Federal Reserve Banking System and the national shipping program. He means to make American railroads and ships win the war)

# THE AMERICAN REVIEW OF REVIEWS

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No. 2

## THE PROGRESS OF THE WORLD

*Records of  
Current  
History* Great events have followed one another with such bewildering swiftness that no man's unaided memory can be trusted to keep them in logical order, much less to assign their dates. It is very useful to turn back the pages and read the current records week by week or month by month of our own American history as in the process of making, during the year 1917. We may modestly suggest to our readers that the bound volumes of a periodical like this REVIEW will have increasing value, and that the condensed Record of Current Events appearing each month becomes a necessity, rather than a merely convenient help, for those who would keep a firm grasp upon the movement of affairs.

*Fateful  
Issues One  
Year Ago* It is hard to believe—so much has happened meantime—that only a year has passed since we broke off diplomatic relations with Germany, and less than a year since Congress was discussing the question of arming merchant ships. Germany had found the war on land deadlocked, while Great Britain was growing in power both by land and by sea. The ruling autocracy of Germany had decided to resume the illegal use of submarines on a large scale. It was the opinion of German diplomats and statesmen that the Democratic victory in the Presidential and Congressional elections of November, 1916, meant that the United States could not be induced even to make minimum preparations for self-defense, much less to become a belligerent and enter the European war. Hence the new era of terror in the so-called "blockade zone" extending well into the high seas along British and French coasts. Within the wide stretches of sea thus arbitrarily defined (as announced one day sooner) the German submarines after the 1st of Feb-

ruary, 1917, were to strike without notice or warning any merchant ships whatsoever, belligerent or neutral, with certain exceptions not worth noting here. As a result of this German decision, President Wilson called the new Congress in extra session early in April, and was supported in expressing the view that a state of war had been created by Germany's action.

*Submarines  
and  
Censorship*

With the opening, then of the present month of February, a struggling world has passed through one full year of the experience of this submarine policy which brought the United States into the war. Through most of this year, there has been such evasion or deception practiced by the authorities both in Berlin and in London that the people of all countries have been at a loss from time to time to know to what extent the German methods at sea had been a failure, and to what extent they had injured their enemies



THE WRITER OF CURRENT HISTORY HAS A HARD  
JOB KEEPING UP WITH THE NEWS  
From the *News-Press* (St. Joseph, Mo.)



and helped the Central Powers. The ruling groups in the belligerent countries have adhered firmly to the theory that the war was their own affair, and that the long suffering peoples could not be permitted to know what was going on. The pretext of keeping military information from the enemy has been employed in all belligerent countries to muzzle the press, to prevent free speech, and to keep hidden the ineptitude of political and military leadership. There are many cheering signs that the year 1918 will see the veil torn away in more countries than one and that the discrediting of the censorship and of the ruling classes will hasten that understanding among the peoples themselves which can afford the only real basis for the establishment of peace.

*Balkan Issues  
and  
America*

It is very desirable that Americans should remember the circumstances under which we entered the war. American sentiment strongly disapproved of the attack upon Serbia, although well-informed Americans understood the complexity of the Balkan situation, and the relationship of the Serbian, Bosnian, and Macedonian questions to the deadly rivalry between Pan-Germanism and Pan-Slavism for future predominance in southeastern Europe and western Asia. It was no part of American policy to interfere in those matters. The gallant Captain John Smith was fighting in southeastern Europe before he came over to Virginia to found our original colony. Ever since Captain John Smith's time the struggle among nationalities in the Danubian, Eastern-Mediterranean and Black-Sea regions has been going on with occasional interruptions. One cannot obtain even a limited knowledge of present conditions in those parts of Europe and Asia without going back as far as the Roman Empire in his study of history. The founders of the American commonwealth were united and clear in their declaration that those Old-World affairs were to be no part of our business.

*Belgium  
and  
America*

The assault upon the neutrality of Belgium gave a still greater shock to the American sense of honor and justice in the affairs of nations than did the attack upon Serbia. America had taken a creditable part in helping to define the general understandings among nations regarding the rights and duties of neutrals; but Belgian neutrality had been

specifically guaranteed by great European powers, which had also immediate and vital interests of their own at stake in maintaining Belgium's position. Russia's championship of Serbia, when Germany commanded Austria to precipitate a war, had brought France into the conflict through her close alliance with the Russian Empire. Germany's move to strike a crushing blow at France was principally strategic, and the march across Belgium was justified at Berlin on the ground of military necessity. We begin to understand, however, that Germany had also a political purpose. She would not—in case of the expected victory over France before Christmas, 1914—have withdrawn from Belgium in any strict sense. She would have retained commercial, military, and naval interests in Belgium, especially at Antwerp and on the coast, that would have menaced England and kept France in a position of inferiority. If we could have understood in 1914 all that we know or believe to-day of Germany policy and German methods, we should probably have tried at once to organize the neutral world for a policy of non-intercourse with Germany, and perhaps would have entered the war to the extent of using our Navy. When, however, the Battle of the Marne checked Germany, while Russia seemed to be overwhelming Austria-Hungary, it was the general American view that with British aid the Franco-Russian forces would soon defeat the Teutonic powers.

*Germany's  
Larger Aims  
and America*

When, however, with varying fortunes, the war had gone on for two and a half years, the struggle had taken on world-wide aspects that were hardly perceived at the beginning. Not only was Germany's submarine policy an outrageous defiance of the rights of all maritime peoples, but it was evidently a mere part of a greater policy—that of acquiring a dominant position on the seas and in distant lands. There had come to light various things which helped Americans to see that this German policy was essentially unfriendly to the United States. German intrigues in Mexico, in Japan, and in South America, as unravelled by agents of our State Department, seemed to justify the opinion that Germany, if successful in her European struggle, would do her best to form combinations adverse to the United States. This did not mean that the German people had express designs of this kind,

but that the military autocracy, inspired by the doctrines of Pan-Germanism, had entered upon a great world game of ambition and intrigue, and that the United States would sooner or later have had to oppose this German game by the exhibition of military and naval power.

*Why the  
Peace-keepers  
Need Power*

There are times when it is the first duty of those who are peaceably inclined to make themselves strong to oppose aggressors. The people of the United States, whether at peace or in war, are not aggressive, and have no improper objects to gain for themselves by opposing military power to the weakness, or to the strength, of others. But for some years past it has been evident that military and naval preparations were being made in certain countries which menaced the general peace and which involved our own security. The opinion has been consistently expressed in the pages of this REVIEW through a period of more than twenty years that the maintenance of a very large and effective navy by the United States would greatly help to bring the world through a period of dangerous transition. The United States has, in The Hague Conferences and in constant efforts of our Government to persuade other nations to make arbitration agreements, been the earnest and consistent champion of disarmament and of peaceful world relations. But Europe has not believed, in years past, that this country would take up the sword of justice and make a fight if need be for a safe and sane world. Our arguments with Spain regarding the shocking conditions of Cuba would have liberated that island without our going to war, if our navy had been fifty per cent. stronger. Power should serve the right causes.

*Sea Power,  
Our Great  
Duty*

It is useless here to go back to the long years of "preparedness" controversy. No periodicals in the world have stood more strongly for the ideals of peace than this American REVIEW and the English periodical of the same name edited by the late W. T. Stead. But, also, no periodicals during a period of a quarter of a century have more firmly advocated for their respective countries the development of naval strength as a help to world peace, and as a means to future disarmament both by land and by sea, than have these two REVIEWS. The British Government and people have studied more thor-



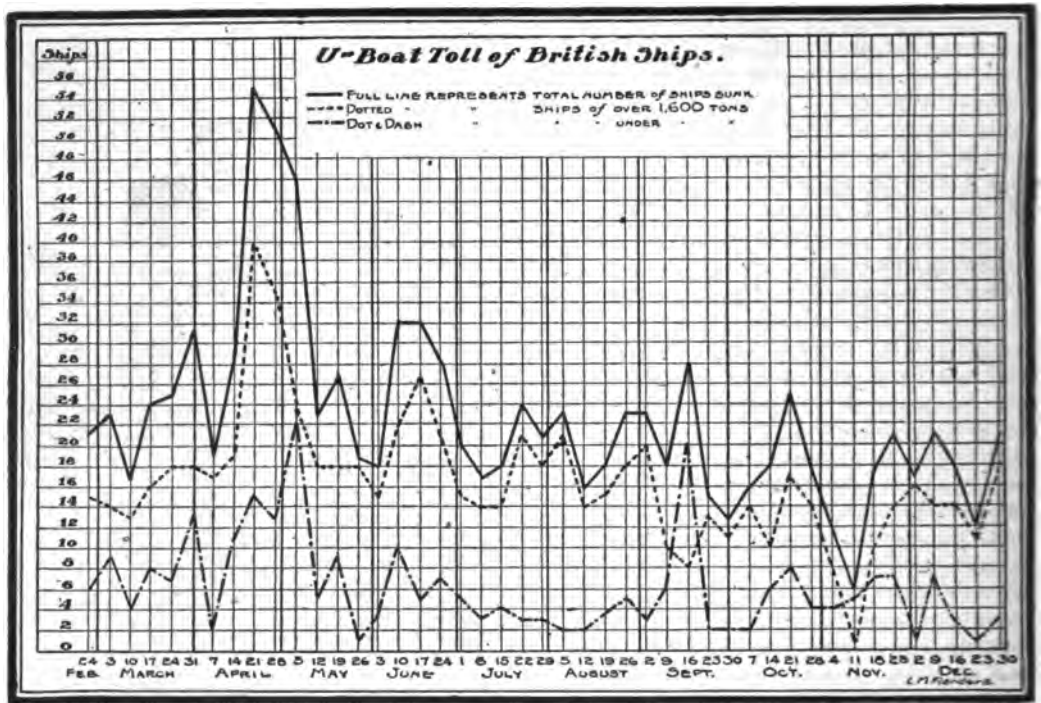
#### THE ANCIENT MARINER

"And I had done a hellish thing  
With my cross-bow  
I shot the Albatross."  
—Coleridge's "Ancient Mariner."  
From the News (Dayton, Ohio)

oughly than have the American the significance of sea power. This, of course, is natural enough, because of the insular character of the United Kingdom and the worldwide distribution of those fortunate affiliated countries called the "British Empire." American security did not seem to be so immediately dependent upon the maintenance of naval power. Yet this country, even more than any other, not excepting Great Britain, was under obligation to itself and to the principles for which it stood in the world to assume on the seas that power to command respect and to check aggression that must in the future be turned over to an international society.

*Naval  
Strength Gained  
Then Lost*

The United States faces both oceans, and has for nearly a century stood for the protection of South America as well as North America in the development of independent republics. This country has had more reason, we repeat, than even Great Britain, for taking and holding a position of naval predominance. Many were the mistakes



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#### FLUCTUATIONS IN THE GERMAN SUBMARINE CAMPAIGN AGAINST MERCHANT SHIPS

(The chart relates only to British ships sunk, as reported by the British Admiralty, and covers the period from the renewal of ruthless U-boat warfare to the end of the year 1917)

we made in the period immediately following our Civil War. From the standpoint of our larger interests perhaps the greatest of these mistakes was to permit the rapid decline of our maritime interests. We had invented the "monitor," the "ironclad," the submarine, the typical river gun-boat, improved naval artillery and many other adjuncts of sea power, and our navy through the quiet pressure of the blockade had cut off European supplies and had thus saved the Union. Just before the Civil War, our navy had been relatively weak while our merchant marine was very important. At the end of the war, Europe had acquired most of the merchant shipping while we possessed the strongest navy. We should have kept and increased our naval strength and rank, and adopted a policy that would have rebuilt our merchant marine. If we had pursued this course, and had assumed a more generous and active championship of democratic principles and of the doctrines of world peace, we might have helped to check some of the more recent European ventures for empire, and to keep under restraint some of the tendencies that were leading Europe to the present struggle.

*The Navy  
Our First  
War Concern*

These things are not merely matters for reflection and study, or for speculative comment; they have a bearing upon our present and future practical policies. We need a re-study of the whole subject of sea power from the standpoint of America's intention to help "make the world safe for democracy." We are spending money enough, in less vital forms of war preparation, to pay several times over for a naval expansion and development that no other power could hope to match. By means of such a policy, we could not only give ourselves as a nation the most perfect security, but could also give security to all countries in the Western Hemisphere, and render futile the ruthlessness and aggression of schemes like those upon which Germany has embarked. We are indeed spending much upon our navy, but not enough, nor with enough speed. We are spending upon our army too much relatively, and perhaps actually, and with too little respect for a proper defense plan. Our naval experts, trained in the school of the late Admiral Mahan, have sound conceptions of the true American policy; their conceptions should guide our practical efforts.

**Extent of  
Submarine  
Ravages**

Even in the absence of frank and trustworthy statements by the Governments most concerned, we can judge something of the nature and extent of the effects of the submarine policy of Germany during its memorable year beginning February 1, 1917. While we believe that the German confidence in the ultimate results of the submarine policy has been wholly mistaken, we have learned on the other hand that the practice of the British authorities in constantly minimizing the submarine danger, and in overstating the successes of the British Navy in sinking submarines, has been harmful in many ways. The general estimate of the Germans is that during the twelve months ending February 1, their underwater campaign will have resulted in the sinking of a total of nearly 10,000,000 tons of shipping, a monthly average of about 820,000 tons. The money loss to Germany's enemies is estimated at Berlin as totaling five billions of dollars, half for ships and half for cargoes, ships being valued at \$250 a ton. Our British friends persist in publishing tables purporting to show the rate at which the submarines are being sunk by naval efforts, but these are largely conjectural. Undoubtedly, the combined allied navies are more efficient than formerly, most of the new successes having been due to the use of a depth bomb, which Mr. Harrington Emerson describes in this number of the REVIEW (see page 167). But Germany keeps building more and better submarines.

**Comparative  
Figures**

It is to be remembered that German naval and maritime efforts are now centred upon the submarine. The crews of German battle-ships and many sailors of the merchant marine are available for manning the submarines. The much published British reports to the effect that the German crews were hard to obtain and that the navy was mutinous seem to have been fiction with a few grains of truth. As against the destruction of 10,000,000 tons of shipping within the single year, the Germans declare that all of the new tonnage launched in that period by Great Britain, the United States and all other allied countries, together with all the neutrals, is very much less than one-half that amount, being somewhere between one-fourth and two-fifths. The American tonnage to be launched in 1918 will be large, though much less than the



© Western Newspaper Union

VICE-ADMIRAL SIR ROSSLYN WEMYSS, NEWLY APPOINTED AS FIRST SEA LORD OF THE BRITISH NAVY, TO SUCCEED ADMIRAL SIR JOHN R. JELlicoe

(It is generally understood that the new Sea Lord favors a more aggressive use of naval power than has heretofore been made. The British and American Navies are in full cooperation, and are likely to accomplish far greater results in 1918 than in the year past)

program originally adopted by the Shipping Board. The British reports have given us week by week since the beginning of last March the number of ships of British ownership that are sunk, but never give the tonnage. No figures of any kind were given for last February. During ten and a half months of the year under survey, the British government reports a loss of 1025 British ships sunk, of which 268 were small vessels under 1600 tons, while 757 were of larger size. This makes no reckoning of the numerous Italian, French, Norwegian, Swedish, Danish, Dutch, American and Spanish ships sunk, the world merchant marine also having lost ships under the flags of Russia, Greece and several South American countries. So great have been the losses of neutral ships, especially Norwegian and Dutch, and of French and Italian ships that probably the total number of vessels sunk by submarines and mines during the past

year would exceed 2000. To reach the German claim of 10,000,000 tons, 2000 ships would have to average 5000 tons apiece. This may be too high.

*The  
Resulting  
Situation*

As against the inferences to be drawn from the German figures, we have a statement sent by Mr. Grasty last month to the *New York Times* which ignores the past year and goes back to the beginning of the war. This statement is to the effect that Britain's sea-going ships of over 1600 tons in August, 1914, had an aggregate tonnage of 16,841,519. England claims to have remaining on January 1, 1918, a tonnage of 14,091,519. This shows a shrinkage for the war period of 2,750,000. The losses, of course, have been vastly larger than this last figure, but these losses have been offset by new construction, by purchases and by captures of enemy ships. The purchases do not increase available ocean tonnage, but merely substitute the British for neutral flags. Nor do these figures make any account of the great shrinkage in French, Italian, and neutral tonnage. The weekly average of British ships sunk during the past year has been about 23. If 1200 British ships sunk since February 1, 1917, have averaged 5000 tons, the loss for the year has been 6,000,000 tons. There has been a good deal of success lately in towing to shore and repairing ships that have been injured but not sunk. If there is any moral to be derived from the figures, whether we take those of Germany or those of England, that moral is directed to the heads of the British and American Navies, rather than to the Shipping Boards. The submarine should be dealt with by increasingly active and aggressive naval fighting, not less than by the feverish building of ships to take the place of those sunk.

*Assassins at  
Sea Must Be  
Overcome*

That the United States should have as large a tonnage of new merchant ships as possible is obvious enough and the country has accepted the policy without criticism from any quarter. That the situation calls for supreme naval effort, however, is the point that has not been sufficiently emphasized. When terrible explosions like the recent one at Halifax, or great fires like that of some years ago at San Francisco, destroy the habitations of thousands of people, it is necessary to provide new buildings; but if criminal explosions and incendiary fires are persistent,

the important thing is to stop the work of the criminals. The British Navy has been untiring and zealous, and the American Navy has been gallant and efficient, but the German policy at sea, which is not naval in a proper sense, but rather a policy of piracy and assassination, has not yet been adequately opposed by naval plans and policies on the part of England and America. It is highly important in great national emergencies, as in private affairs, to see things as they are, act upon true conceptions, and shift plans to accord with the facts.

*Hard Facts  
and False Con-  
ceptions*

In the early part of the present world war, England had expected to contribute her naval strength as a supplement to the land struggle of Russia and France. The war would perhaps have been ended before this if England had not been so slow to see that for her, by a curious irony of fate, this was not destined after the beginning to be a naval, but rather a land struggle. The actual war called upon her to fight in the trenches of Flanders and France. Even now the ordinary Englishman thinks of the war as in foreign lands, although the fighting around Ypres has been nearer to London by many miles than to Paris, while the Cambrai sector, for example, has been nearer to Liverpool and Scotland than it has been to Marseilles and the south of France. The war



GET ON THE JOB!

From the Knickerbocker Press (Albany)



© Harris & Ewing, Washington

**ADMIRAL WILLIAM S. BENSON AND ADMIRAL HENRY T. MAYO DISCUSSING NAVAL PROBLEMS**

(Admiral Benson is chief of our naval operations, and accompanied Colonel House as one of the American group in the Inter-Allied Conference. Admiral Mayo is head of the Atlantic Fleet, and has been closely associated with the work of Rear-Admiral Sims, who is fighting the submarines with a fleet of destroyers. These proficient naval officers are convoying ships with great success, and helping to carry out plans which are resulting in the destruction of many submarines)

in the trenches has been at England's very door, and just as much the affair of the British as of the French or the Germans. All three of these countries have been fighting as near their base as convenience could require. America, on the contrary, is thousands of miles away from this land fighting in Europe and cannot possibly participate in it on a large scale. Every effort, therefore, to carry out a miscalculated policy of putting large masses of American infantry into France must be at the expense of efficiency. Generous impulses in these matters do not lessen the disasters that result from hastily formed judgments.

*If Minus  
a War Department*

Considered in large strategic aspects, as related to the present world war, every effort of our Navy has been applicable to the needs of the situation. On the other hand, the activities of our War Department have been badly balanced, especially as respects priority. Let us suppose, for example, that we had been unfortunate enough—or fortunate enough—not to have had a War Department when we became a belligerent last April. We should have given far greater and more rapid development to our Navy in all branches. We should have extended the Marines into a fighting force of several

hundred thousand men, fit to be used wherever sent. We should have developed sea-planes and aviation as an adjunct of the Navy, and should have prepared ourselves specifically and rapidly to descend upon the German submarine and aviation bases on the Belgian coast. We should have perfected the small regular army, quadrupled the National Guard, bought arms, and trained *millions of men at home*, not withdrawing them from farms, shipyards, railroads, mines or steel mills, but giving them part-time military instruction where they lived and worked.

*The  
President's  
Doctrine*

Some of the naval writers like Admiral Fiske, Admiral Peary, and other of our expert authorities have had a clear conception of the part America should play in the present war. They have seen what the unrestricted development of American sea power must mean. We should have had no trouble, probably, in securing enthusiastic volunteers for the navy as rapidly as we could have launched the ships; but, in any case, we could have drafted men for sea service as needed, and *given them a good reason*. To have devoted ourselves to an immense naval expansion and to a sound program of merchant ship-building would have shown Germany her



fatal mistake, and might have brought the war to an earlier end. No civilized nation in all history ever adopted a policy so destructive of the very foundations of international life as the present submarine policy of Germany. It cannot be condoned or forgotten. It can only be met, so far as we in America are concerned, in the element where it operates. President Wilson in his preparedness speeches had said that the United States ought to build "incomparably the strongest navy in the world." Secretary Daniels in his recent report quotes this language of the President, and stands upon it as his platform. Congress seems, also, willing to support the policy to any extent.

*How the  
Policy Should  
Work*

This is not only a sound doctrine, but a necessary one in view of the emergency. Germany's ambitions have been world-wide, and her progress in naval affairs and in merchant shipping had been enormous in the twenty years prior to 1914. The British Navy was large enough to drive German shipping to cover. Germany then forced the land fighting in such a way as to require England's attention and effort along the battle line in Belgium and France. Then came the German policies of assassination by submarine and air raid. It was against these specific policies that America entered the war. The opportunity had come, as well as the duty, for America to destroy forever all hope of

German navigation outside the Baltic Sea, unless Germany should wholly reform her policies and practices. With this policy clearly perceived and entered upon, America could immediately announce that no German ship should ever enter an American port until Germany had abandoned her methods and her aims of conquest, had made due reparation, had consented to just terms of peace, and had accepted a common plan of disarmament. While there is more than incidental value in training young Americans to defend their country, everyone knows who has considered the matter, that with due development of our naval power, Germany could no more invade the United States than she could invade the planet Mars. We might well have adopted universal military training upon a simple and economical plan, which would not have interfered with our other wise helping to defeat Germany.

*Priority in  
the Washington  
Program*

In the order of priority, the Washington program should still have as its motto, the Navy first, and incomparably beyond all else. The Navy for us is perhaps twenty times as important as the Army. Yet because making navies is more technical and more difficult, we have yielded to the tendency to do the easiest thing, and by much clamor have half-fooled ourselves into the belief that by trying to make big standing armies very quickly we were frightening the Germans. Nothing will frighten the Germans so much as our mobilizing sanity and intelligence, and restoring a program that looks to realities. Germany is fighting this war for certain definite objects. These include, first, territorial and political gains in Europe, so that German influence may dominate from Belgium to the further confines of Turkey. The German objects also look to a great imperial career throughout the world. Further, these objects look to the exaction of an immense money indemnity from England and especially from the United States. Germany's plan has been to sink so much British shipping as to create famine conditions, and to worry the British population with air raids. In case of victory, the Fatherland party in Germany has actually expected to acquire the British Navy, and has thought to catch America unprepared, and thus to exact tribute from us, to be paid in instalments over a long term of years. None of these things can happen if (1) America develops her sea power; (2) builds merchant



ANOTHER FEATHER FOR THE NAVY'S CAP  
From the *Evening News* (Newark, N. J.)

ships; (3) keeps railroads, industries and mines at full speed, and (4) maintains her agriculture at its highest efficiency in order to send food to England and France. The only possibility of German success lies in those parts of the program of our War Department which compete in a paralyzing way with the useful and effective things that the country would otherwise be able to do. The Army is dependent upon ships.

*The President  
and the Selective  
Draft*

The Supreme Court has upheld the draft law in the decision rendered on January 7, Chief Justice White giving the opinion and all of his associates concurring. The principle of the citizen's responsibility is embodied in the Constitution. The war required the united efforts of the country; and obligatory personal service, in any capacity, upon a statutory basis, is evidently as fitting as the imposition of taxes. The theory of universal military service is democratic and just. The application of that principle to conditions at a given time, however, requires statesmanship. The purpose of the President and of Congress was made clear when the President, on May 18th, issued a formal proclamation, that being the day upon which the President signed the draft bill. Having quoted the sections of the statute requiring men between 21 and 31 to register, the President explained the spirit and the object of the law. "*The men who remain to till the soil and man the factories,*" he said, "*are no less a part of the army that is France than the men beneath the battle flags. It must be so with us.*" And he continued as follows:

It is not an army that we must shape and train for the country; it is a nation. . . . A nation needs all men; but it needs each man not in the field that will most pleasure him, but in the endeavor that will best serve the common good. That is, though a sharpshooter pleases to operate a triphammer for the forging of great guns, and an expert machinist desires to march with the flag, the nation is being served only when the sharpshooter marches, and the machinist remains at his levers.

The whole nation must be a team, only each man shall play the part for which he is best fitted. To this end Congress has provided that the nation shall be organized for war by selection; that each man shall be classified for service in the place to which it shall best serve the general good to call him. . . . It is no more a choosing of those who shall march with the colors than it is a selection of those who shall serve an equally necessary and devoted purpose in the industries that lie behind the battle line.



© John T. McCutcheon

#### THE KEYSTONE OF THE TRIUMPHAL ARCH

Without Money we can't have food.  
Without Food we can't have men.  
Without Ships we can't use any of the Food, Men, Arms,  
Munitions and Supplies.  
And without Speed, there won't be any Triumphal Arch.  
From the *Daily Tribune* (Chicago)

*What the  
Draft Law  
Meant*

These were not merely the sentiments of the President in advance of the work of the two Houses in formulating the law. He had indeed previously explained that the selective draft meant the specific selection for other national pursuits as well as for the Army; but we are quoting only the language of his formal proclamation of the law as enacted. His purpose was statesmanlike and was wholly reassuring. It came at the moment when through the Agricultural Department, the Government was telling the farmers that the way to win the war was to raise food for the Allies, and enormously to increase the crops of the years 1917 and 1918. The necessary inference was that all young farmers and farm hands of the draft age were to be designated for farm work and given their Government badges and credentials to that effect, for we were already very short of farm labor. The Allies at that time were buying munitions here, and making immense demands upon our steel mills and other metal-working establishments, and naturally also upon the copper and iron mines and many associated industries. All this war work in the essential industries was requiring more men than ever before; and to keep the factories at work much more coal was needed than in any previous year. These things were well known, and the President recognized them. It was justly inferred and

so understood, that mineworkers, steelworkers, and all men in similar trades and industries—being of draft age and duly registered—would be designated as in national service and definitely assigned to their imperatively necessary industrial work. But further, it was evident to all intelligent men that every other war effort would be paralyzed if the railroads were not kept in full operation. The war imposed new burdens upon the roads, and greatly increased the volume of necessary traffic. In normal times the railroads themselves burn about one-third of all the coal the country produces, in the fire-boxes of their locomotives. It was plain that they were going to need more coal than before, or else they could not haul the other two-thirds of the coal produced, in order to supply essential industries, to meet the ordinary winter needs of the people, and to fill the bunkers of the ships waiting to carry food and supplies to our Allies.

*"The Industries That Lie Behind"*

All this was plain even to an elementary intelligence. It was reasonable to assume, therefore, that all coal miners of draft age would be required to continue at mining, and that even more men would be assigned to mining by the draft officers, with honorable badges to mark them as in national service under a law which, as the President declared, was to select men for other necessary kinds of work, just as much as for "marching with the flag." Not less was it to be expected that all railway workers would be instructed to continue in the service, and especially that all machinists engaged in repairing locomotives and in the construction of new cars and railway engines would be required under the draft law to work six full days a week, and sometimes seven, in view of the emergency. For had not the President expressly said in proclaiming the law that "*the machinist remains at his levers*"? Again, at that very moment, the submarines were sinking Allied and neutral ships several times as fast as ships were being built; and Mr. Hoover had returned from London to Washington with the most alarming reports, showing that America must provide the tonnage to send food to England and France, or else the Germans would win everything in the very near future. Thus merchant shipbuilding became of prime urgency, and the Shipping Board proclaimed its great program, even including hundreds of wooden ships for the sake of getting tonnage of some

sort quickly into the water. These were the essentials as officially recognized by the President, the Cabinet, and Congress at the time when the selective draft law was passed. We had not nearly enough regular shipbuilders available and it was clearly understood that none would be spared, while many other men such as house-builders and various kinds of mechanics would be selected and assigned under the draft act—with proper badges and credentials—to work in the shipyards that were to provide the necessary tonnage. This was most imperative work.

*As It Should Have Been Enforced*

The practical rules for applying the selective draft ought to have formed a part of the law itself. The details of administration ought to have been provided by a board of competent civilians, appointed by the President. This board, like Congress, would have understood the economic conditions of the country. It would have proceeded under the explicit terms of the law to register the 10,000,000 young men of draft age; it would have followed the President's proclamation, and the law, and would have assigned the entire number to essential tasks. The immediate result would have been *more* farm workers than previously; *more* shipbuilders, *more* miners, *more* railroad men. All men of leisure, all loafers, all men engaged in superfluous occupations, would have been assigned to something important for the country. The proper regulations to give the law effect could have been devised within a week, and the entire 10,000,000 could have been examined and assigned within a month. Out of the 10,000,000 there would have been, also, more than enough for the armed services, whether naval or land.

*The Special Army Vision*

It was nothing short of a national calamity that put the operation of the selective draft law into the hands of professional officers of the army, who had a totally different point of view from that of the statesmen who had produced and proclaimed the legislation. Of the two departments, the Navy was the better fitted to handle it; but it belonged properly to neither. The War Department bureaus had thought of the war only in terms of efficient armies. It is useless to blame the professional experts who had this unfortunate conception, and who had somehow made themselves believe that there were reasons of immediate importance to

America that called for the withdrawal for military service of all men physically fit, of certain ages. They had a vision of many armed divisions, after the pattern of the German, French, Austrian, Russian, and British armies that were contending at close range on the fighting fronts of Europe. They could think of America's part in the war only in the terms of men, in very large numbers, under the command of many new Major-Generals, new Brigadier-Generals, new Colonels, new Majors, and new commissioned officers of lesser rank. They studied the precedents of the Civil War, as to technical methods of drafting men into the army, and seemed to forget reversed conditions. The North was fighting the Civil War mostly with volunteer troops, as against general conscription in the South. There came times when the draft was necessary to equalize the quotas of the different States and to keep the army at full strength. We drafted men then for explicit needs on an actual fighting front in very limited numbers, just as our Canadian neighbors are now doing.

*The  
Leaven of  
Patriotism*

The original purpose of our Draft Act of 1917, however, was something wholly different. It was to bring the human energy of the country to bear in a symmetrical way upon a series of vital tasks. Not most vital of those tasks was the Army's plan of segregating men in large military camps, and making huge standing armies in advance of equipment and of ships for Europe. Two things helped to lessen the immediate perception of the profound gravity of the mistake that had been made. One was the magnificent spirit of the American people in their purpose to do anything that patriotism might demand. The other thing was the devoted and intelligent service of the unpaid citizens, many thousands of them altogether, who acted as so-called "exemption boards" in the different counties and localities, passed upon the men who were called up under the War Department's badly adapted lottery scheme, and who did what they could to read common-sense into the regulations that had been devised by the draft officers at Washington. It was an astonishing spectacle, for a few delirious weeks, of a great and intelligent country delivered over to the methods of army bureaus, ruled by red-tape and subordinating practical wisdom to the traditions of official seniority.



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SENATOR GEORGE F. CHAMBERLAIN OF OREGON

(Senator Chamberlain is Chairman of the Senate Committee on Military Affairs, and has been foremost in a series of investigations which have brought to light delays in war preparation, and especially a lack of effective co-ordinating of the different enterprises that come under the direction of the War Secretary)

*Common Sense  
to the  
Rescue*

For a little time at least, the American people accepted the situation with much disturbance of spirit, but little complaint, on the doctrine of "theirs not to reason why; theirs but to do and die." This, however, is not a sound doctrine for an intelligent country like ours, and common sense is not going to be long suppressed. After having wrought no little harm to the country through several months of draft enforcement on the indefensible plan of the War Department, the arrangements have been totally changed through civilian pressure, and new regulations are extant for the further operations of the system. But it will continue to work badly until brought back to its original purpose. How the system has really worked, every agricultural and manufacturing district in the United States wholly understands to its painful detriment. Certain bureaus of the War Department, however, are still inclined to justify and point with pride to their success in taking the labor of the country away from the places where it was vitally needed, and impounding it in military reser-

vations without regard to the President's wise declarations as to the way in which the law was to be applied.

*Causes  
and  
Effects*

We are now perceiving in every direction the inevitable results of the War Department's attitude as regards its own part in the war. More men by far than the army was prepared to equip and to train were readily available, without taking men whose labor was vitally needed in agriculture, transportation, mining and manufacturing. Yet the army took scores of thousands of men away from the railroad services; from the machine shops; from the mines; and from the shipyards. Its policies and practices are in great part responsible for the coal crisis that has so crippled the national energies. It is even more directly responsible for that worse crisis that is soon to stare us in the face—the shortage of food, due to the taking of men.

*Germany  
Employs  
Economists*

Let no reader think we are failing to appreciate or support the main efforts of the Government in these serious times; it is precisely because we wish these efforts to succeed that we are endeavoring to show how the most pressing parts of the national program have been hampered and hurt by the precipitancy and mistakes of one department. The mechanism of a nation's economic life is intricate and delicate. To have turned the army bureaus at Washington loose with the powers that they have been exercising under the draft law is to go far beyond anything that the German militarists have ever undertaken. The German army is recruited and maintained with the utmost care to disturb agriculture and industry as little as possible. Hindenburg himself has never been given such discretion in dealing with the nation's life as Gen. Crowder has been allowed to exercise in this country. In Germany the generals carry on war; but economists and statesmen supply the soldiers as needed, and conserve the nation's economic vitality. Even near the front during the war, every German soldier who understands farming or other industries is employed back of the lines as much as possible in his own calling. Meanwhile, the Germans are using several million prisoners of war not only in agriculture, but even in munition works and other essential industries. Our army bureaus at Washington had, however, conceived of the idea of taking away several million young Ameri-

cans from farms, shipyards and railroad trains, and mines, and segregating them in camps far from their homes and places of work. As a result, we have been defeating our own efforts.

*Reasons  
Yet To Be  
Given*

How this proceeding could help our friends in Europe to defeat Germany was a question that had not apparently troubled the military mind at Washington. We were already short of labor and were running our farms with small man power and much machinery. A single man taken away from each of scores of thousands of farms was enough to put all of those farms out of effective operation at a time when the Agricultural Department was making a great war campaign for the production of surplus food. Our most necessary manufactured article was steel, and the whole world was calling for it; yet the policy of the army in taking the steel workers for soldiers was producing acute embarrassment in the steel mills. Never had our need of efficiency in transportation been so urgent; yet the War Department was seizing the railroad men from the manager's office down to the humblest employees. Thousands of locomotives were out of com-



WHAT A DIFFERENCE IT MAKES WHEN SOMEONE TRIES TO PASS HIM ON THE ROAD?

(Criticism seems to stimulate Secretary Baker, and the cartoonist shows him as not allowing anybody to pass him on the road. He has been making important changes in the organization of the business side of the army work, unifying and co-ordinating, while the Senate has been trying to force even more radical changes)

From the *Tribune* (New York)



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**THE SECRETARY OF WAR, HON. NEWTON D. BAKER, IN SESSION WITH HIS NEW ADVISORY BOARD**

(Even those who have severely criticised the heads of army bureaus from the standpoint of business executives, do not question their military ability, and regard them as capable advisers in army matters. Sitting in the group from left to right are: Charles P. Day, of the United States Shipping Board; Major-General William Crozier (recent head of the Ordnance Bureau); Major-General E. M. Weaver; General Tasker H. Bliss (Chief of Staff); Secretary Baker; Benedict Crowell, the new Assistant Secretary of War; Major-General Enoch H. Crowder (Provost Marshal); Colonel Palmer E. Pearce, and Lieutenant Colonel Ulysses S. Grant, 3d)

mission and awaiting repairs because of the lack of skilled men. While all the forces and energies of the country were rising to the situation, the War Department was too eagerly claiming the stage and crowding others aside. It was not, apparently, understood by the army bureaus at Washington that great masses of untrained young Americans, mistakenly called "armies," could not be taken to the war in Europe without ships. On the other hand, there was no way of bringing the war here, to face these levies, who had little artillery and were still short of rifles. The program lacked balance.

*Adapt  
Means to  
Ends*

It is by no means agreeable to make comments of this kind, but the time seems to have come for making them. It is necessary for the country to demand a careful re-study of what its leaders are trying to do, and how to adapt means to ends. We are willingly spending fabulous amounts of money and straining our economic resources for the sake of a good but ill-balanced program. The army has assumed a preëminence that belongs by right to the navy, and belongs next in order to agriculture, transportation (including both railways and ships and their construction and operation), the mining of coal and ore, the manufacture of steel, and all really essential industries. It is only because we are a very rich country, and a tremendously energetic

one, that we could dream of trying to do so many different things at the same time. We have accomplished wonders, but must plan to avoid disaster.

*Congress  
Making  
Inquiry*

The investigations at Washington during December and January brought to light some unfortunate conditions within this immense growth of the War Department and its activities. We have no intention of discussing these matters in much detail; we may simply observe that the greater naturally includes the less. The great mistake lay in expecting the War Department to do so much without checking the other important war work that the country had perceived that it must do. This particular war, so far as France is concerned, has meant armies rather than navies; for England, at first it had meant chiefly navies; then it meant both navies and armies, until now, with Russia so much withdrawn, it means armies rather than navies. For this very reason, the United States, coming in late, must help England in every possible way on the sea with navies and with merchant ships. If we use our merchant shipping to export many untrained infantry regiments to France, it must be on the assumption that we have been able to do the more urgent things first. This assumption, however, is erroneous. The mistakes made by all the other army bureaus put to-



gether are mere trifles as compared with the monumental mistake of the first set of regulations under which the spirit of the draft law was so wholly changed.

*Good  
Americans  
All*

It has been remarked with some evident truth that the men who have from choice followed an army career in long periods of peace have presumably not liked the strain and turmoil of business life. The routine work of a very small army in times of peace is as different from the tasks that a nation assumes when it goes to war as can well be imagined. It is quite too much to expect that capable officers who have reached captaincies after middle age should be able to manage the chief activities of a great nation in times of emergency. The only wonder is that the army men at Washington, whose bureau work even in ordinary times is a matter of mild jest, should have risen so surprisingly to the colossal new duties that have been assigned to them in recent months. They are fine officers and good Americans, but not merchants or manufacturers. Russia is trying to find out just now what capacity there may be in the ordinary man who belongs to a committee of workmen or soldiers. We in the United States are, in a more orderly and in a somewhat too red-tape fashion, showing what can be done by inexperienced men. Our army officers are in fact fine men and splendid soldiers. We would not exchange them for those of any other country. Apart from war experience, they are better trained than any except the German.

*Mr. Baker  
Under  
Criticism*

Not so many months ago Mr. Baker, now head of the War Department, came to an office about which he frankly said he knew nothing at all. At present, Mr. Baker probably knows as much about running a War Department as anyone else, here or abroad. If he had not been in the office—being a man of fine intelligence and keen analytical mind—he would probably have recognized the essential mistake of trying to create standing armies in a hurry when other things were even more needful. He has perhaps been too ready an apologist for the official machine with which he has so recently become acquainted. He has perhaps not guided the machine with enough initiative of his own, and has not until now found time to reconstruct it. He has devoted himself to the task that seemed to be thrown upon him.

*Certainly  
The Training  
Has Value*

The military training that from one million to two millions of our young men are now obtaining will do most of them a great deal of good. They will personally be the more efficient; and the country will feel more secure in the fact of their increased ability to protect its interests. If we could have begun this process four or five years ago and carried it on more gradually, so that we might not have disturbed industry, it would have been a most excellent thing. Our criticism of it has merely to do with its place in an emergency program, in view of the conditions of the great war. There was never a chance of our being able to have millions of soldiers in Europe, prepared to fight, short of from two to three years after our entering the war. This is so because of the shipping problem, the food problem, and the other things. To some people, these facts have been clear all along. To many others, the hard facts in their relationship to one another became apparent only in the light of the coal famine, the railroad breakdown, and the food crisis of last month.

*Camp  
Conditions*

It is very proper that Congress should have looked into the delays in the providing of rifles; into the clothing contracts; into the health conditions of the camps, and all else that concerns the welfare of the men. The most important thing has been the care of the health of the boys in the camps. The Government was not justified in taking men by draft until it was better prepared to supply them with clothing, guns, proper shelter, good food, ample medical and hospital facilities, and thoroughly competent oversight and training. Raising raw levies in a hurry to repel invaders is one thing; making armies as at present in the United States is something entirely different. There is scanty justification for some of the mismanagement discovered by Congress, and for some worse things not brought to light. But as we have already said, these mistakes in detail, together with the bad location of some of the cantonments and the extravagance in the building of the camps, are merely the inevitable consequence of undue haste in the making of the main program.

*Worse  
Mistakes  
Abroad*

Some of our friends in Europe have been able to see more clearly the details of their own situation at a given moment than to see the war

in its larger bearing. The French Army last spring was unfortunate in not being properly sustained by the political authorities at Paris. There seems to have been a great deal more of wisdom and harmony in the relations between the British Government and the British armies than between Cabinets and soldiers in France. Mr. Wythe Williams, the talented correspondent of the New York *Times* has published a remarkable article in *Collier's Weekly* (see our summary on page 193 of this REVIEW) in which he shows with great explicitness that the failure of the French offensive last spring was due to politicians who destroyed the well-laid plans of General Nivelle and General Haig. The same panicky influences in France that had interfered with that campaign of General Nivelle, seem to have conveyed their alarms to this side of the water. Our Government had announced its intention not to send troops to France because it had more immediate things to do. It was because certain Frenchmen, not now in places of authority, were so urgent in declaring that they preferred soldiers to any other form of aid, that our Government, seemingly against its own best judgment, entered upon the plan of sending untrained men in large numbers to be in evidence abroad. Our Government acted generously and in the spirit of good will. Our friends abroad were not at fault in their motives, but they were not in a position to lay down the main lines of America's war policy. Upon the whole we have not failed and we have begun well. War is a blundering business, at best.

See Straight  
and Meet  
Facts

The only men in all history who have ever accomplished anything in war have been those who could without hesitation change their minds to fit the facts. The Germans are now pretending that America has failed, and that we are to send food instead of men. The Germans also are loudly proclaiming their plan of a tremendous Western offensive by means of which they are in the near future going to break the French line and end the war. It has been very hard for the Allies to understand German military advertising. Ever since the Battle of the Marne, the English and the French have been stronger than the Germans on the Western front, and with present opportunities for massing munitions and preparing for activities in the spring, there is no good reason to think that the English and French cannot hold their

Feb.—2



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MAJOR-GENERAL GEORGE W. GOETHALS, THE NEW  
ACTING QUARTERMASTER-GENERAL

(General Goethals, the famed builder of the Panama Canal, after serving for a short time as head of the Emergency Fleet Corporation, resumed his post as Chief Adviser of the States of New York and New Jersey in the matter of the development of the Port of New York. He is now in authority over the operations of the Port, in so far as the army transport service is concerned. His executive ability and special knowledge make him the right man in the right place)

ground. The plain people of Germany are eager for peace. The imperialists still long for conquests. England and America meanwhile can so control the use of the seas in the interest of law-abiding nations that Germany's commercial future must be wholly at the command of her opponents. Our immediate task is to see that the submarine is overcome, and that British and French courage do not fail for lack of food, oil, copper and essential supplies.

Directing  
War  
Work

Americans in general do not know how many men we have sent to France; impressions and opinions differ widely. The estimates given privately last month by a number of intelligent men in Washington (not the highest officials) varied from 100 to 300 per cent. We venture to assert that it is accurately known in Germany how many men we have sent to France and what they are doing there. The facts are also known in England and

France. American citizens have not sought to pry into necessary military secrets. Perhaps, however, it would be best to state frankly what we are doing, and to adopt an open policy with full courage. Congress last month was insisting upon a drastic reform of the War Department, and the bringing of all purchases of industrial supplies under one head who should not be controlled by the Secretary of War, but account directly to the President. There has also been a great demand for a War Cabinet. The excellent men who are at the head of the executive departments have their hands already full. Some of them are personally suited for the direction of America at war; several of them certainly are not. The President should probably have the help of a group who have no duties but the conduct of the war. Yet these questions of organization are not easy to settle.

*Just Terms  
of  
Peace*

Mr. Simonds reviews for us this month, as usual, the military situation in Europe and the political situation as it bears upon the war. His survey is of surpassing interest and value. Winter conditions last month had checked the fighting, and the clamor of the working classes in Europe demanding peace had begun to make itself heard with the lessening of the roar of great guns. The British Labor Party had assumed a new importance, and its expressions were quite as statesmanlike in their grasp of realities, while also as dignified and serious in form as were the utterances of the Prime Minister or any

members of the British Cabinet. The notions held and expressed by the British Labor Party are more nearly in accord with those of President Wilson than are the typical views of the ruling class. Under the influence of the British labor movement Mr. Lloyd George last month made statements regarding the war aims and peace terms of the Allies that were more moderate and reasonable, and that were also more frank, than his previous statements. His speech was followed by an address of President Wilson's which was accepted throughout the United States as expressing America's opinions. Professor Commons in a remarkable article written for this number of the REVIEW supports the President's program for world peace, and further discusses the practical problem of disarmament and future security.

*Russia in  
Critical  
Times*

President Wilson's more immediate object seems to have been to convey to the Russian people an assurance that Americans sympathize with them in their efforts and struggles. The frankness and the boldness of Trotzky and Lenine in the peace negotiations with Germany at Brest-Litovsk have surprised the entire world. Germany had entered on the negotiations pretending to accept the Russian doctrine of "no annexations"; but it soon appeared that Germany had no intention of evacuating occupied Russian territories, and the negotiations seem doomed to failure. The attention of our readers is invited to Dr. Goldenweiser's article on the Russian situation on page 188. This brilliant and accomplished writer has been connected with the Russian Commission in New York in a legal capacity, and also represents that stable organization known as the "Union of the Zemstvos." Like all other able Russians and all American friends of Russia, he believes that the Revolution will work itself out successfully, although it will probably be several years before a stable federated republic is established.

*Will the  
German People  
Wake Up?*

The great object of the Socialist element led by Lenine and Trotzky seems to be the awakening of the spirit of popular revolt in Germany. As yet the signs of a real German awakening are not very hopeful. It seems almost impossible for the German mind to rid itself of the false notion of conquest, annexations and the domination of other



THE BREAKING POINT  
From the *World* (New York)

peoples. Yet Germany is suffering so much from the war that her programs must fail, provided the Allies keep their confidence and proceed in the right way. If a peace should come that does not rest upon those permanent principles of disarmament and world organization that President Wilson and all Americans demand, we shall be compelled to adopt a military and naval policy to meet the facts. Sooner or later the plain German people will obtain control of their own country, and they will be glad to get rid of the burdens of militarism, provided their neighbors have the same mind. It begins to seem that much which we had hoped to accomplish at one stroke with the making of peace will have to await processes of political evolution that will surely follow the termination of the war. Germany has essentially failed, and the world is henceforth duly on guard. Aggressive militarism is doomed. The quicker the carnage of the war ceases, the sooner can all countries take up their problems of internal reform, and strive for democratic progress.



EARL READING, LORD CHIEF JUSTICE OF ENGLAND, WHO IS AT WASHINGTON AS BRITISH HIGH COMMISSIONER AND SPECIAL AMBASSADOR TO THE UNITED STATES

*The Peoples and the War* Austria and Hungary are so war weary and wretched that the autocratic leaders and militarists are having increasing difficulty to keep the people from revolt and the army itself from breaches of discipline. Germany of late has been kept in line only by the assurance that a little more patience and effort will bring not only peace, but victory and a prosperous future. The French people are having an extremely hard winter, and our



THE FIGHT BEHIND THE LINES  
From the *World* (New York)

own men in that country have not been as comfortable or as well off as the rosy tales encouraged by the military authorities would indicate. The primary purpose of the Fuel Administration's coal order seems to have been to supply bunker coal to some two hundred or more ships that were tied up in Atlantic ports, most of them laden with supplies for our own troops in France, or with food and other materials for French and Allied Governments and peoples. In England they are now planning to take some of the surplus man-power that has been heretofore needed in the shipyards and vast munition works and other industries, and increase the armies. The British are in far better condition than the Germans, both morally and physically. The British Government and the working men stand upon virtually the same platform as to conditions of war and peace. The British Army has by no means reached its maximum of possible strength. If the Irish question can be settled soon, many more men may be supplied by the Irish themselves, while many British troops now in Ireland to keep order can be sent to France. The cause of the Allies will look better in the spring weather of April than it has looked in the wintry weeks of January.

*The Government  
Takes Over  
the Railroads*

On December 26, President Wilson issued his proclamation putting the railroads of the country under Government control and operation as a measure necessary in the conduct of the war. Secretary of the Treasury William G. McAdoo was appointed Director General of Railroads, and the transportation lines of the United States were on noon of Friday, December 28, actually taken out of the hands of their owners. In taking this momentous step, the President rehearsed briefly the recent history of efforts to straighten out the transportation tangle throughout the country, and gave full credit to the managers of the railroads for their loyal and able work in striving to operate the lines efficiently under the fearful handicaps brought by war conditions. In a statement accompanying the formal proclamation, the President also gave full assurance to investors in railway securities that their rights and interests would "be as scrupulously looked after by the Government as they could be by the directors of the several railway systems." The statement pointed out that it was, under the conditions of to-day, quite impossible, no matter what degree of zeal and intelligence was shown by the railway managers, that the lines could be run as efficiently under private and competing control as they could be run as a unit by the Government. It was added that we were the only belligerent power that had not already assumed control of this sort over its transportation lines.

*The Details  
of  
Control*

Later, on January 4, President Wilson addressed Congress in joint session and recommended specific legislation to finance the railroads and protect their stockholders during the period of war control. The bill outlining the details of Government control was presented by Representative Sims, chairman of the Committee on Interstate and Foreign Commerce. It incorporates the President's specific suggestion that the compensation to the stockholders for the Government's use of their property should be the average net income of the roads for the three fiscal years ending June 30, 1917. The measure also calls for an appropriation of \$500,000,000 to be used for expenses of control, buying equipment and, in general, putting the railroads into condition to meet the demands upon them. During the period of federal control, depreciation and maintenance appro-

priations are to be included as part of the operating expenses to the end that the railroad properties shall be handed back to their owners, as the President promised, in as good condition as when they were taken over by the Government.

*Does It Mean  
Government  
Ownership?*

The concluding paragraph of the Administration's bill provides that the federal control of transportation systems outlined in it "shall continue for and during the period of the war and until Congress shall thereafter order otherwise." It is this brief statement that gave most food for thought and discussion in Congress and throughout the country. This question, left so wide open in the wording of the Sims bill, was the one most debated in the work of pushing the measure through. Prophecies were not wanting that the arrangement made Government ownership inevitable and that the roads would never be returned to their private owners. Many Democrats, fearful of the dangers of Government ownership under present conditions, were ready to join with Republican members of the House and Senate in so amending the bill as to limit the period of Government control to some definite number of months following the war. The exact form of amendment, however, was a highly perplexing problem, even to those who were most firmly convinced of the unwisdom of Government control, because it is obvious that conditions immediately succeeding peace may be such as to render railroad operation under private ownership quite as impracticable as it was found to be in the winter of 1917-18.

*Railroad  
Owners Heartily  
Approve*

Even two years ago, a sudden proposal that the Government should take the transportation systems away from their owners for an indefinite period would undoubtedly have produced a panic on the Stock Exchange and furious opposition on the part of railway managers and railway stockholders. So rapidly have conditions changed under the powerful acceleration of the great war; so hopeless had become the fight of the railway managers to overcome the rapidly rising costs of material and labor, and to clear their lines of the congestion resulting from war activities and inadequate equipment, that the President's proclamation was received everywhere with profound relief. The quotations for standard railway securities jumped



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#### DIRECTOR GENERAL MCADOO AND HIS RAILROAD ADVISORY BOARD

(The men in this group are closely associated with Secretary McAdoo in operating the country's railroad system as a governmental task. Mr. McAdoo is seated on the right. Next to him is Mr. Henry Walters, president of the Atlantic Coast Line. In front of the table is Mr. John Skelton Williams, who is also Controller of the Currency. At the left is Mr. Alfred H. Smith, president of the New York Central. Standing at the left behind Mr. Smith is Mr. Hale Holden, president of the Chicago, Burlington & Quincy. Next, proceeding from left to right is Mr. Edward Chambers, Mr. Walker D. Hines, Judge John B. Payne and Mr. Oscar A. Price, who is secretary to the Director-General. President Aishton, of the Chicago & Northwestern, and President Markham, of the Illinois Central, have been named as directors, respectively, for the country west of the Mississippi and the Southeast; but they are not in the photograph. President Smith is Director for the East)

from five to eighteen points overnight. Not a dissenting voice was heard. The representatives of the great railway brotherhoods waited on Mr. McAdoo, and agreed in the national emergency to leave the adjustment of their claims for increased wages in his hands. It will be remembered that the trainmen's unions had, in the autumn, demanded increases in pay of no less than 40 per cent., and had expected answers to this demand by January 1.

#### How Security Owners Will Fare

The basis of compensation to security holders is, as was stated above, an annual rental for use of their property equal to the average net income of the roads for the three years ending 1917. Of these three years, 1915 was a very poor one for railroad earnings in general, 1916 was perhaps the best on record, and 1917 showed good earnings, though not so prosperous as the preceding year. In round figures the compensation provided by the Sims bill would amount to something less than \$950,000,000 annually, which

would provide an average return of nearly  $5\frac{1}{2}$  per cent. on the aggregate investment of the railroads—generally figured at around \$17,500,000,000. This is an average figure. Many roads, probably a majority out of the whole number, will not show such large earnings as the average of the three-year period. Nor does the fact that the Government guarantees such a net income mean that it will all be available for dividends, nor necessarily any part of it. Furthermore, the matter of war taxes will somewhat complicate the situation for stockholders. It is true that the Sims bill provides that no federal taxes in excess of those assessed during the year ending June 30, 1917, shall be imposed during the period of Government control; but it has not been shown as yet just how the excess profits and other taxes for 1917 will affect railway incomes. Clear and explicit in the Administration bill, on the other hand, is the provision that any earnings of a road in excess of the specified three-year average "shall be the property of the United States."



*The Position of  
Smaller and  
Weaker Roads*

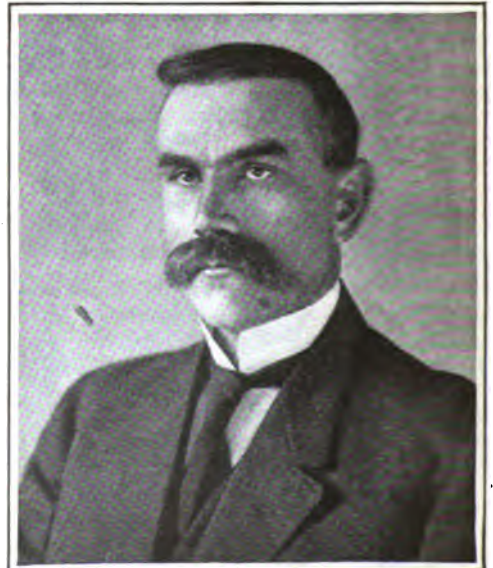
While the general opinion is that the formula suggested by President Wilson for compensation is, in the main, quite fair to the stockholders and bondholders as well as to the nation, there remain some puzzling questions to be decided for certain groups of roads and certain individual carriers. In the middle of January it became known that Mr. McAdoo was not intending to take over the small "feeder" class of railroads on the ground that they were not essential to the Government's war program. There was at once the most active protest from these short lines on the score that they would be utterly helpless—left to the war demands of labor and all sorts of higher costs, and with the Government moving all the freight possible on the trunk lines. Even more important for individual treatment is the group of recently re-organized railroad systems, such as the Missouri Pacific, Rock Island, St. Louis & San Francisco, and Wabash. Such roads show in many cases actual deficits in the years specified to make up the standard average, but are now, after drastic re-organization and the courageous investment of large amounts of new capital at a time when great courage was needed to invest money in railroads at all, on their way to profitable operation.

*Shutting Down  
to Save  
Coal*

Three-fourths of the population of the United States was astonished and staggered, on the sixteenth of January, by Fuel Administrator Garfield's order to shut down practically all industry on prescribed days. The territory east of the Mississippi and all of Louisiana and Minnesota came under the scope of the sudden entirely unexpected prohibition. The order established vigorous priority rules in the selling of fuel, giving preference to railroads, domestic consumers, hospitals, army and navy, public utilities, ships, Government purposes and manufacturers of perishable foods. But what the country was totally unprepared for was the further prescription of certain days—January 18 to 22, inclusive, and thereafter each Monday up to and including March 25—on which no manufacturing plants, with certain exceptions, could use fuel even if already well supplied with coal. Furthermore, on the specified Mondays, all business offices, stores and places of amusement were prohibited from using fuel. Later, theaters were permitted to close Tuesday instead of Monday.

*A Great  
Protest From  
the Country*

Mr. Garfield issued a supplemental statement in which he explained that the unprecedentedly cold and stormy weather of this mid-winter, coming at a time of railroad congestion, and excessive demands of the war, had made necessary his drastic action. He appealed to the patriotism of individual citizens to accept his strenuous measure and co-operate with the Administration. Perhaps this appeal would have brought a better response if the public had been in the least prepared for what was before it, or if the country had cognizance of all conditions that lay before the Fuel Administrator and the President when they determined on such a desperate measure. But the country was not prepared, and if the general fuel situation was so critical as to justify this attempt at remedying it, the nation had not been told. There was, consequently, a storm of protests and complaints to Washington in the midst of which could be heard only here and there the voices of those who were willing to trust the Administration's judgment in the matter. The current estimates had it that the shutting down of industries would throw more than six million people out of employment on the prescribed days in the twenty-eight States affected by the order. The confusion resulting from such a stoppage of industry simply stunned America.



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HON. REED SMOOT, UNITED STATES SENATOR FROM UTAH

(Mr. Smoot is leading in the attempt to improve the new federal taxes on business)

**A Blunder—  
The Nation's  
Verdict** Congress and the Administration, as we have said, were deluged with protests from all parts of the country on January 17, when the order became known to the public. Mr. Garfield appeared before a sub-committee of the Senate Committee on Manufactures and attempted to justify his move to unsympathetic hearers. The Senate adopted a resolution (by a vote of 50 to 19), calling on the Fuel Administrator to postpone putting the order into effect for five days, to give time for further discussion of its necessity. Two days later President Wilson issued a statement giving full approval to the measure, on the ground that it is absolutely necessary to get the ships away, it is absolutely necessary to move great quantities of food and it is absolutely necessary that our people should be warmed in their homes, if nowhere else, and half-way measures would not have accomplished the desired ends."

**What the Coal  
Mines are  
Doing** The anthracite coal producers are advertising for workers, offering the highest wages ever paid for such labor and unprecedentedly favorable working conditions. They have now 152,000 miners, as against 177,000 in 1916. In spite of the labor shortage they produced last year 77,000,000 tons of coal, about 13 per cent more than in any previous year. The increase in the volume of bituminous coal taken from the mines in 1917 was 42,000,000 tons over 1916. The total coal production for the year was 544,000,000 tons. It is surprising to find that the coal experts put the proportion exported at only a little over 3 per cent., half of which went to Canada. The exports of bituminous coal actually fell off during the year. The United States is producing now about half of all the coal mined in the world; and, as shown above, is using nearly all of her half inside the country. Some of the reasons why, in spite of this enormous output, we have been at our wits' ends to keep warm and keep the wheels moving this winter, is shown in Mr. Harrington Emerson's very interesting article, "Submarines and Coal."

**Senator Smoot's  
War Tax  
Plans** On January 5, Senator Smoot, of Utah, introduced a series of amendments to the federal revenue law designed to make it workable and equitable. His proposed changes would



HON. HARRY A. GARFIELD, CHIEF OF THE FUEL ADMINISTRATION

(Mr. Garfield, who is one of two distinguished sons of a former President, is himself head of Williams College, and for several months he has been chief of the Fuel Administration. He is a lawyer, a political scientist, and a public man as well as an educator. A recent statement by him on the coal problem is summarized on page 202)

simplify and vastly improve the excess profits action and would repeal *in toto* the very unwise and unjust zone system of second class postal rate increases. His most important proposal is to make the excess profits tax truly an excess war profits tax by establishing a standard normal rate of pre-war earnings. He arrives at this by taking the average of the five years before the war, and taxing, for 1917, any excess over this standard normal very heavily, up to 80 per cent in the last graduation. Senator Smoot's plan is directly along the lines advocated in the REVIEW OF REVIEWS last summer; and his amendments, if adopted, would change an inequitable, obscure and unworkable revenue measure into a simple, just and effective one. Senator Smoot's plan would raise more money, at less expense and trouble, and with less hardship to individuals and business.

# RECORD OF EVENTS IN THE WAR

(From December 20, 1917, to January 20, 1918)

## *The Last Part of December*

December 20.—Premier Lloyd George addresses the House of Commons on Britain's peace terms; he demands restoration of national territory conquered by Germany, with reparation for damage; the future of Mesopotamia and Armenia to be settled by a peace conference, the future of German colonies to be based upon wishes of native races; Russia's separate negotiations dispose of all questions about Constantinople and about Russian territory.

A Bolshevik organ in Petrograd publishes what it declares to be the text of a secret treaty between Japan and Russia (dated July 3, 1916), providing for a joint course of action to avert political domination in China by any third power.

Returns from Australia's referendum on the Government's conscription proposal show its defeat by 889,000 votes for conscription to 1,072,000 against; the soldier vote also appears to be against conscription.

December 22.—A peace conference assembles at Brest-Litovsk, German-occupied Russia, with delegates from Russia, Germany, Austria-Hungary, Bulgaria, and Turkey; among the delegates are the German and Austrian foreign ministers.

Three British destroyers are sunk at night off the Dutch coast, by mines or torpedoes, with a loss of 193 lives.

December 23.—The Hungarian Government, according to an Amsterdam dispatch, introduces an electoral reform bill in parliament.

The seventh German war loan is reported to have totaled \$3,156,415,000.

General Sarraill is succeeded as commander of the Allied armies at Salonica by Gen. Marie Louis Adolphe Guillaumat.

December 24.—A report on the Halifax disaster of December 6 places the destruction of life and property at: killed, 150; seriously injured, 4,000; homeless, 20,000; damage to homes, \$15,000,000; damage to civic, government, institutional, and industrial property \$25,000,000.

December 25.—At the peace conference at Brest-Litovsk, the Central Powers propose to Russia and her allies "a general peace without forcible annexations and indemnities," with restoration of political independence to those nations which lost it during the war; the return of German colonial territories Germany will not renounce under any circumstances; the conference adjourns until January 8.

France and Germany reach an agreement, through the Swiss Government, for the exchange of prisoners of 48 years or over; officers of that age are to be interned in Switzerland.

December 26.—Vice-Admiral Sir Rosslyn Wemyss is appointed First Sea Lord of the British Admiralty, succeeding Admiral Sir John Jellicoe.

December 27.—A Turkish army is defeated in an attempt to retake Jerusalem from the British.

December 28.—Wide dissatisfaction is reported in Russia after knowledge and study of Germany's proposals regarding occupied Russian territory: that Russia must recognize the demand of the peoples of Poland, Lithuania, Courland, and portions of Esthonia and Livonia for self-government, and that German troops will not be withdrawn from those territories.

The Bulgarian Prime Minister is reported as declaring to the Parliament that the war aims of Bulgaria are the unification of the nation within its historic boundaries, and the extension of frontiers to reach all the Bulgarian race, including the recovery of the Dobrudja from Rumania and of parts of Macedonia from Serbia.

• December 30.—Heavy snows in the mountainous section of the new Italian line are believed to have effectively blocked for the winter any further Austro-German attempt to break through.

Bessarabia and Turkestan are reported to have declared their independence of the Petrograd government; similar action had recently been taken by Finland, Courland, Lithuania, the Ukraine, and Siberia.

## *The First Week of January*

January 3.—Chancellor von Hertling informs the main committee of the Reichstag that Germany cannot accept Russia's proposal that German troops should evacuate Russian territory where the people have declared in favor of withdrawing from the Petrograd government.

The opening of the constituent assembly in Russia is set for January 18, provided a quorum of 400 members is present.

January 5.—Premier Lloyd George restates in detail the war aims of Great Britain; he declares that the destruction of Germany or Austria-Hungary is not a war aim with the British, nor the separation of Turkey's capital; but Belgium must be restored with reparation, as well as Serbia, Montenegro, and the occupied parts of France, Italy, and Rumania, and there must be reconsideration of the Alsace-Lorraine "wrong of '71"; Arabia, Armenia, Mesopotamia, Syria, and Palestine must not be restored to Turkish sovereignty, and the Dardanelles must be neutralized.

January 7.—Earl Reading, Lord Chief Justice of England, is appointed High Commissioner and Special Ambassador to the United States, Lord Northcliffe to be chairman at London.

## *The Second Week of January*

January 8.—President Wilson addresses Congress on America's program of world peace; he specifies fourteen "rectifications of wrong and assertions of right," including public diplomacy, freedom of the seas, equality of trade conditions, reduction of armaments, adjustment of colonial claims in accord with interests of the population, the evacuation of Russian territory, evacuation

and restoration of occupied territories, readjustment of Italy's frontiers along lines of nationality, free opportunity for autonomous development for peoples of Austria-Hungary and non-Turkish portions of Ottoman Empire, free access to the sea for Poland and Serbia, and an association of nations to guarantee political independence and territorial integrity to great and small nations.

The Nationalist ministry in Australia, under Premier William M. Hughes, resigns as a result of the defeat of conscription by popular vote; Frank Gwynne Tudor, leader of the Labor party, becomes Premier.

The peace conference at Brest-Litovsk, between delegates from the Teutonic Powers and Russia, is resumed.

January 10.—Premier Radoslavoff is reported as informing the Bulgarian parliament that war between Russia and Bulgaria has ceased, and that diplomatic and commercial relations are resumed.

Submarine destruction of merchant ships is placed by the Berlin *Tageblatt* at \$21,000 tons monthly from February (when the submarine campaign was renewed) to December.

Germany's peace offer to the Entente Allies is withdrawn by the German representatives at the Brest-Litovsk conference, because of its non-acceptance.

Reports from Rostov (southern Russia) declare that the Cossacks have proclaimed a Republic of the Don, with General Kaledine as its head.

January 12.—The armistice between Russia and Germany is prolonged for a month, at the request of the Russians.

January 13.—German newspapers make comment on "the great political crisis" successfully passed (brought about by the apparent failure of the Brest-Litovsk peace conference), resulting in a victory for the militarist element as against the diplomatists and the Reichstag leaders.

January 14.—The Bolshevik government at Petrograd demands of Rumania the release of

Russians arrested for spreading disaffection in the Rumanian Army.

Joseph Caillaux, former Prime Minister of France, is placed under arrest charged with conspiring with the enemy.

### *The Third Week of January*

January 15.—The British Labor Party and the parliamentary committee of the Trades Union Congress inform the Russian labor leaders of their support of the principles of no annexations, no indemnities, and self-determination.

January 16.—The American Secretary of State publishes intercepted telegrams from the German Ambassador at Washington, which refer to peace activities of former Premier Caillaux of France with German agents in 1915.

The United States Fuel Administrator orders the closing down of manufacturing industries for five consecutive days and for the following nine Mondays, in order to save fuel and relieve railroad congestion.

January 17.—The House of Commons by vote of 136 to 49 rejects an amendment to the Man Power bill, which would have applied conscription to Ireland against the Government's wishes.

The Russian Premier, Lenine, orders the arrest of the King of Rumania by Bolshevik adherents on the Rumanian front.

January 18.—The long delayed Constituent Assembly is opened at Petrograd; M. Tchernoff (Minister of Agriculture in the Kerensky government) is elected chairman, defeating the Bolshevik candidate.

January 19.—The Russian Constituent Assembly is dissolved by the Lenine government, after one session characterized by heated discussion of peace terms.

January 20.—In a naval engagement at the entrance to the Dardanelles, with British vessels, the former German cruiser *Breslau* (now Turkish) is sunk and the *Goeben* is driven ashore.

## RECORD OF OTHER EVENTS

(From December 20, 1917, to January 20, 1918)

### PROCEEDINGS IN CONGRESS

January 4.—Both branches assemble in joint session and are addressed by the President on the Administration's purpose in assuming control of railroads and on necessary legislation relating to financial phases of the transfer.

In both branches, a bill is introduced embodying the Administration's proposals for compensation to railroads and to owners of railroad stocks; each road is to be guaranteed its average net operating income for the last three years, and an appropriation of \$500,000,000 is proposed to make up any deficit and to finance necessary improvements.

In the Senate, Mr. Chamberlain (chairman of the Military Affairs Committee) offers a bill for the creation of a Department and a Secretary of Munitions.

January 8.—Both branches assemble in joint

session and are addressed by the President on the war aims and peace terms of the United States (see under "Record of Events in the War").

January 10.—The House (by vote of 274 to 136, the exact two-thirds required) adopts a resolution providing for the submission of a woman-suffrage Constitutional amendment to the States; the Democrats divide almost evenly, while the Republicans vote overwhelmingly in favor of the amendment.

January 16.—The Senate, by vote of 50 to 19, passes a resolution calling on the Fuel Administrator to postpone for five days his order curtailing industrial activity to save coal; but the order is formally promulgated by the Administrator before the resolution is presented to him.

January 19.—The Senate Committee on Military Affairs, without approval of the Administration,



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**RICH AND POOR ALIKE GLAD TO GET COAL EVEN IN SMALL QUANTITIES  
AND TO MAKE THEIR OWN DELIVERIES**

completes a bill for the creation of a War Cabinet "of three distinguished citizens of demonstrated ability," to formulate policies and to supervise activities of the executive departments.

#### AMERICAN POLITICS AND GOVERNMENT

December 25.—George W. P. Hunt (Dem.) assumes office as Governor of Arizona, following a decision of the State Supreme Court which reversed the 1916 election count and unseated Thomas E. Campbell (Rep.).

December 26.—President Wilson issues a proclamation placing all railroads under Government possession and control from noon on December 28; William G. McAdoo (Secretary of the Treasury) is appointed Director-General of Railroads.

December 28.—The railroads of the country

pass from private to Government control and operation, without change of personnel but with unified direction from Washington to relieve congestion, car shortage, and food and fuel famines in various sections.

Testifying before the Senate Committee on Military Affairs, the commanding general at Camp Bowie, Ft. Worth, Texas, states that during an epidemic 8000 men (one-third of his command) passed through the base hospital in one month, and that 17,000 men were without overcoats on December 8.

December 30.—The Department of Justice announces plans for registering unnaturalized Germans (estimated to number 500,000), the data to be obtained including photographs and finger-prints.

December 31.—America's foreign trade for the year 1917 is estimated by the Department of Commerce to have been approximately \$6,000,000,000 in exports and \$3,000,000,000 in imports.

January 2.—The Secretary of War announces plans for reorganizing the Ordnance Department of the Army, consolidating its divisions and making possible the introduction of civilian experts.

A summary of the confidential report of Colonel House, on his mission to Great Britain and France, is made public at Washington; the report recommends the exertion of influence to secure unity of action among the Allies, the extension of America's shipping program, and the dispatch of fighting forces "with the least possible delay incident to training and equipment."

January 3.—A report of the Provost Marshal General gives statistics of the first draft; of 9,586,508 men registered, 3,082,949 were examined,



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**ONE OF HUNDREDS OF HEATLESS OFFICE BUILDINGS**



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**WAITING IN LINE FOR A BAG OR A PAIL OF COAL**

**FAMILIAR SCENES DURING THE COAL FAMINE IN NEW YORK LAST MONTH**





© International Film Service

THE ICE JAM IN NEW YORK HARBOR, BLOCKING COAL DELIVERIES FROM NEW JERSEY TERMINALS

AUTOMOBILING ON THE HUDSON, NEAR NEW YORK CITY, AND FISHING THROUGH THE ICE

1,057,363 were certified for service, and 687,000 were called to the colors.

January 7.—The United States Supreme Court upholds the constitutionality of the Selective Draft Law.

Major-Gen. George W. Goethals is appointed Acting Quartermaster-General of the Army.

January 8.—The proposed Prohibition amendment to the federal Constitution is ratified by both branches of the Mississippi legislature, the first State to act on the amendment.

January 9.—The Shipping Board decides to spend \$1,200,000 immediately on housing accommodations for shipyard workers at Newport News, Va., Congress presumably to make direct provision for extending the housing plan.

January 10.—The Secretary of War, Newton D. Baker, testifies before the Senate Committee on Military Affairs, declaring that "no army of similar size in the history of the world has been raised, equipped, or trained so quickly."

The Red Cross reports upon its war work, showing a membership of 22,000,000 and a war fund of \$106,525,000, less expenditures of \$30,000,000.

January 13.—The Naval Ordnance Bureau is praised for its efficiency by the House Committee on Naval Affairs, after hearings.

January 14.—Both branches of the Kentucky legislature ratify the proposed prohibition amendment to the Federal Constitution.

January 15.—The Secretary of Labor creates an Advisory Council, to co-ordinate the war labor work of his department.

January 16.—The Fuel Administrator, H. A. Garfield, issues a drastic order for the purpose of conserving coal and relieving railroad congestion; for five days beginning January 18, and on nine Mondays following, no manufacturing plants (with a few specified exceptions) shall burn fuel or use power derived from fuel; he further directs that on the nine

Mondays no fuel shall be burned for heating business offices, stores, amusement places, etc.

January 18.—President Wilson issues his statement justifying the Fuel Administrator's closing order, and stating that he had been consulted before the order was issued.

The Director General of Railroads appoints a commission to adjust wage disputes.

### OTHER OCCURRENCES OF THE MONTH

December 20.—Thirty-eight persons are killed and many injured in a rear-end train collision near Sheperdsville, Ky.

December 25.—The first of a series of destructive earth shocks occurs at Guatemala City.

December 26.—A detachment of American cavalry pursues Mexican bandits across the border, after a raid upon a ranch at Candelaria,



HOW THE MISSISSIPPI AND ALLIED RIVER SYSTEMS CAN BE USED TO RELIEVE RAILROAD FREIGHT CONGESTION (See page 174)



Texas; ten of the Mexicans are killed, without loss to the Americans.

December 30.—A cold wave spreads over the entire northeast; at New York the official temperature is 13 degrees below zero, 7 degrees lower than any record of the Weather Bureau since its establishment in 1871.

December 31.—The earth shocks at Guatemala City, continuing, are reported to have caused small loss of life but to have rendered the entire population homeless.

January 1.—Fire destroys two blocks in the business section of Norfolk, Va., causing property loss amounting to \$2,000,000.

January 4.—Further earth shocks destroy what remains of Guatemala City.

### OBITUARY

December 22.—Henry Dodge Estabrook, a prominent New York lawyer and a Republican candidate for the Presidency in 1916, 63.

December 23.—Ellsworth R. Bathrick, Representative in Congress from Ohio, 54.

December 24.—Francis Griffith Newlands, United States Senator from Nevada, chairman of the Committee on Interstate Commerce, 69. . . . Levi P. Gilbert, D.D., of Cincinnati, a widely known Methodist minister and editor, 65.

December 26.—Rear-Adm. John Schouler, U. S. N., retired, 71.



DR. FELIX CALONDER  
(Newly elected President of  
Switzerland for 1918)

December 27.—Dr. Theodore Caldwell Janeway, professor of medicine at Johns Hopkins and a noted diagnostician, 45.

December 28.—John R. Thornton, recently United States Senator from Louisiana, 71.

December 29.—Helen Kinne, widely known as a teacher and writer in the field of domestic science, 56.

December 30.—Gen. Anson G. McCook, a famous Civil War veteran, former Member of Congress from Ohio, and publisher of the *Law Journal*, 82.

January 1.—Dr. Joseph Price Remington, dean of the Philadelphia College of Pharmacy, 70.



COLONEL SAMUEL M'ROBERTS, A CIVILIAN EXPERT  
NOW IN THE WAR DEPARTMENT

(The reorganization of the army's Ordnance Bureau, last month, brought into the Government service a number of civilians of high business standing who have had wide experience in the purchase and production of munitions. Among these is Mr. [now Colonel] McRoberts, executive manager of the National City Bank of New York, who will have charge of the procurement division of the Ordnance Bureau. He played an important part in the vast purchases of munitions for the Allies, prior to our entrance into the war. His new appointment furnishes an instance of the tendency to utilize the services of "citizens of demonstrated ability")

January 3.—Mrs. Annie Sherwood Hawks, author of many well-known hymns, 83.

January 5.—Rt. Rev. John S. Foley, Roman Catholic Bishop of Detroit, 84.

January 8.—Ellis H. Roberts, former Treasurer of the United States, 90.

January 10.—Rear Adm. John Adams Howell, U. S. N., retired, inventor of torpedo-propelling and disappearing gun-carriage devices, 77.

January 13.—James H. Brady, United States Senator from Idaho, 55.

January 14.—Major Augustus Peabody Gardner, U. S. A., recently Representative in Congress from Massachusetts, and a noted advocate of preparedness, 52.

January 18.—Dr. William H. Thompson, a prominent New York physician.



# CARTOONS ON WORLD TOPICS



LETTING DOWN A LADDER  
From the *Evening Mail* (New York)

**P**RESIDENT WILSON'S statement of our war aims before Congress on January 8, the great international feature in the month's news, has impressed American cartoonists with peculiar force. Its idealism is represented on this page in four different aspects—the definite proposals made by the President for a peace that shall satisfy the



THE MESSAGE  
From the *World-Herald* (Omaha)



UPON THE ANSWER DEPENDS THE PEACE OF THE WORLD  
From the *Tribune* (Chicago)

legitimate claims of all nations, great and small, the appeal to a liberalized Germany, the torch of hope held up before oppressed peoples everywhere, and the real unity of the aims of the Allies, as expressed by both Lloyd George and President Wilson during the past month.



THE SECOND SHAFTH FOLLOWS THE FIRST!  
From the *Press* (Philadelphia)









ALICE IN HOOVERLAND

From the *Evening Telegram* (New York)

After all, Uncle Sam is convinced, as John Cassel observes in his *Evening World* cartoon (preceding page), that our war accomplishments to date far outweigh our war mistakes. Nevertheless, the people, and



OLIVER TWIST HOOVER  
From the *News* (Dallas)

especially the women folk, are worried, as never before, by domestic problems—fuel and food, for instance—and we are now getting a bit of the same kind of experience that our Allies and Germany have already passed through. At the bottom of this page we have a suggestion, in the *New York Evening Post* cartoon, of the tremendous power of the British Labor Party, while at the right the dominance of militarists in German national councils is pictured.



THE PREMIERS

From the *Evening Post* (New York)



SAY! WHO'S RUNNING THIS CAR?  
From the *Evening Mail* (New York)



CHORUS OF ALLIES TO THE RESOLUTE BOLSHEVIK—  
SHAKE, FRIEND!

From the *Oregonian* (Portland)

On this page and the one opposite are gathered some representative cartoons—both American and European—on the Russian situation. While ever changing, this has continued to be the chief topic of world discussion. The American cartoons, naturally, depict later phases of the cessation of hostilities on the Russian front.



WILHELM: "YOU BEAT RUSSIA; NOW TRY  
AMERICA!"

From the *News* (Dayton)



PEACE HATH ITS VICTORIES

From the *Times* (New York)



THAT PEACE PARLEY BETWEEN THE GERMAN MILI-  
TARIST AND THE RUSSIAN PEASANT

From the *Public Ledger* (Philadelphia)





**From *Financial Mail* (London)**

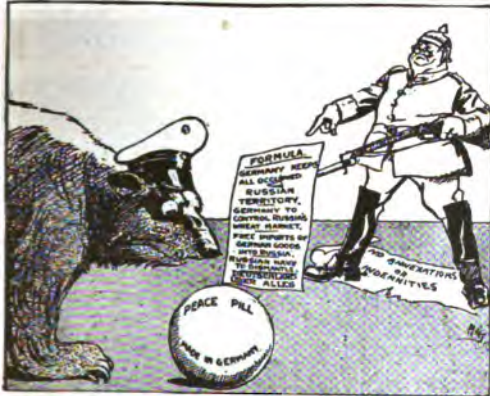


## THE PEACE OF RUSSIA

UNCLE SAM: "If you quit the rifle you shan't eat."  
JAPAN: "If you quit the rifle you will meet trouble."

**JAPAN:** "If you quit the rifle you will meet trouble."

**From *Esquella* (Barcelona, Spain)**



## THE PEACEMAKER

**From the *Sunday Chronicle* (Manchester, England)**



## IN RUSSIA—THE DIVISION OF LAND

From *La Victoire* (Paris)



## IVAN THE INNOCENT AND THE WILY WOLF

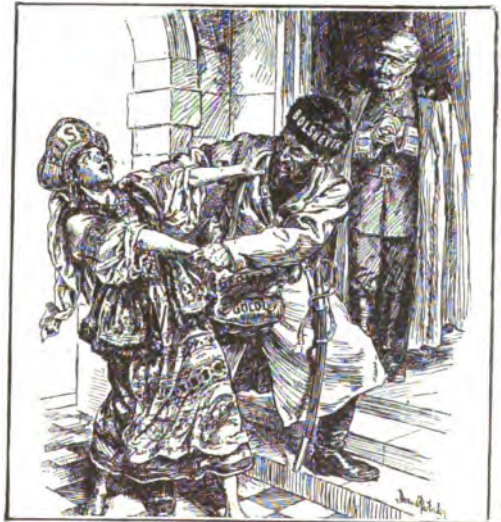
"Then we are not really enemies?" said Ivan the Innocent.

"Certainly not," replied the Wily Wolf; "we are long-lost brothers, and I have only come to save you from the wicked Lion. Give me your axe and I will grind it for you." Ivan the Innocent gave him his axe and then the Wily Wolf—

(Ivan will very soon find out the sequel.)

From the *Westminster Gazette* (London)

Feb.—3



## BETRAYED

THE PANDER: "Come and be kissed by him."  
From *Punch* (London)

From *Punch* (London)





#### THE NEED OF MEN

Ma. PUNCH (to the Comber-out): "More power to your elbow, sir. But when are you going to fill up that silly gap?"

SIR AUCLAND GEDDES: "Hush! Hush! We're waiting for the Millennium."

From *Punch* (London)

England's cartoonists devote most of their attention to domestic problems, with here and there pointed criticism of German war aims and glory over British military success in Palestine and East Africa.



GERMAN EAST AFRICA  
From *Punch* (London)



#### THE WINTER'S "TAIL"

PHOTOGRAPHER: "Smile and look pleasant, please!"  
From the *Evening News* (London)



#### THE TWO AIMS

We are told by the advocates of Peace by Negotiation that both sides have only plainly to state their aims to see how similar they really are.

From the *Evening News* (London)



#### WHY NOT USE IT?

From the *Sunday Chronicle* (Manchester, England)





AMERICA AND THE EUROPEAN NEUTRALS

"You will learn to love me—when your hunger is sharp enough."  
From *Nebelspalter* (Zurich, Switzerland)



RUSSIAN REVELATIONS

GERMANIA (to Michel): "Don't laugh too loud. Our stable might also be the better for a cleaning out."  
From *De Amsterdammer* (Amsterdam, Holland)

# WINTER SCENES AT OUR TRAINING CAMPS



© Harris & Ewing

CAMP MEADE (MARYLAND) UNDER A MANTLE OF SNOW BUT WITH PLENTY OF WARMTH INSIDE



© Committee on Public Information

"OVER THE TOP," FROM THE PRACTICE TRENCHES AT A NORTHERN CANTONMENT



© Committee on Public Information

BAYONET INSTRUCTION, COMBINED WITH PRACTICE IN THE ART OF CLIMBING OVER BARBED WIRE ENTANGLEMENTS.—AN IMPORTANT PHASE OF MODERN TRENCH WARFARE



© Committee on Public Information

AN ASSIGNMENT TO PICKET DUTY. THE "DUG-OUT" IN THE CENTER IS A REST AND RELIEF SHELTER





© Underwood &amp; Underwood

A TRENCH-DIGGING DETAIL AT CAMP DIX



© Western Newspaper Union

SINGLE FILE OVER FROZEN ROADS, LONG ISLAND



© Underwood &amp; Underwood

DIGGING TRENCHES AT CAMP DIX (NEW JERSEY)



SHARPSHOOTING AT A NEW ENGLAND CAMP



© Committee on Public Information

STUDYING MACHINE-GUN CONSTRUCTION



© Harris &amp; Ewing

AN EVENING'S REST IN BARRACKS

# THE FAILURE OF GERMANY'S SECOND PEACE OFFENSIVE

BY FRANK H. SIMONDS

## I. THE MANEUVER

THE past month has seen the collapse of Germany's Second Peace Offensive. Doomed by the exposure of real German purpose at Brest-Litovsk, it was destroyed by the address of President Wilson to Congress, following a similar but far less effective utterance of the British Prime Minister, Mr. Lloyd George, addressed to the British Labor Congress.

The story of this second German offensive, when it is told in all its details, will prove one of the great romances of modern history. It had its relation to all the military and political events of the past nine months. It supplied the chief interest in innumerable intrigues, secret exchanges of views between statesmen of opposed nations. It was a factor in the Russian Revolution and in American and Allied internal affairs. We shall wait long to know all the details, but they will be worth waiting for.

Meantime the salient circumstances are sufficiently in hand to sketch the situation as it stands. With the collapse of Russia in the early summer, Russia, as I pointed out at the time, ceased to be a military factor, probably for the duration of the struggle. Broken now into innumerable parts, the Russian Empire of last year has become a confused anarchy, out of which we may get ever-changing doctrines and principles, but from which we, the Allies, will receive no more effective aid in the fight against Germany.

But before Russia had disappeared the Russian Revolution, which controlled an army, with a semblance of cohesion, made the proposal of peace "without annexations and without indemnities," to the warring nations, to the Allies, and to the Central Powers. And before the Russian collapse had given the military power in Germany new strength and new ground for asserting that the war could be won absolutely, the moderate elements in Germany had, in the Reichstag, accepted the Russian formula.

Germany stood, not pledged, because the Reichstag had no power to pledge the nation, but in a way committed to the sort of peace which the mass of people in the Allied countries were willing to discuss, if not to make.

The subsequent Russian collapse removed all hope of an Allied victory in 1917, as the fighting on the West Front showed. The later Italian disaster brought Allied hopes to dust and did much to intensify the gloom in a war-weary world. Russia was out, Italy beaten terribly, and in the face of this situation the German military party, having regained control, was openly and secretly making every possible use of the Russian-Reichstag formula to create the impression that Germany sought only an honorable settlement.

In this time, there grew up a very real and dangerous demand in Allied countries for a restatement of war aims which should serve to demonstrate to the German people that the Allies sought no imperialistic ends. Even more insistent was the demand that there should be such a statement that Russia might be held in line, for the Russian extremists, now in charge of the Russian Government, indicated a growing suspicion of the Allies and an increasing readiness to negotiate with the Germans.

But no such statement of terms was possible because the Allies, while pursuing no imperialistic aims, were pledged to certain indemnities, notably for Belgium, and to certain annexations, notably the cession to France of her "Lost Provinces" and to Italy of her "Irredenta," and no statement could possibly hold Russia, now dissolved in chaos.

We had then a very real crisis within the Allied countries, particularly acute in France and Britain. It lasted until the moment when the Russians consented to go to Brest-Litovsk and negotiate for peace with their enemies, and their enemies at the conference at last disclosed their real, as contrasted with their pretended, purposes. The crisis came to an abrupt end, when the Bolsheviks, flee-



ing angrily from Brest-Litovsk, exposed to the world the fact that, under the cover of their declaration of no annexations and no indemnities, the Germans were demanding 120,000 square miles of Russian territory, containing upwards of 20,000,000 of people. The territory included all of Russia's Baltic seacoast and would give Germany economic control of the whole of Russia for the future.

Up to this moment no Allied counter-offensive was possible because the Allies could not match the German lies. They were not prepared to surrender their claims to Alsace-Lorraine and the Trentino or to abandon their demands for indemnity for Belgium. As long as the stakes in the game were "scraps of paper," Germany had all the best of it. Not until she had to tell the truth was she put in the wrong.

## II. THE COUNTER-OFFENSIVE

But once the truth was apparent the Allies struck hard and successfully. First Lloyd George in an able address to British Labor outlined the Allied purposes, he declared the Allies committed to the liberation of all conquered countries, to the settlement of the claims of Turkish subject nationalities, and to the disposition of colonial questions by general agreement after the war. He declared that Britain would stand with France, to the death, to have the wrong of Alsace-Lorraine reconsidered, and demanded that Italy's legitimate claims upon Italians outside of her boundaries should be settled.

In the matter of Russia, the British Prime Minister was less explicit. He warned the Russians against the Germans, but he also uttered something like a threat when he informed them that if they should make a separate peace the Allies could not help them. In this detail his speech had an unfortunate resemblance to washing his hands of the Russians and leaving them to their own devices. Otherwise the speech was unexceptionable, and was accepted by British Labor, with little reservation.

A few days later, however, President Wilson followed with a new statement of Allied war aims which won instant acceptance in all Allied countries, so far as territorial questions were concerned, and contained far more generous and sympathetic words for Russia. To Belgium and Serbia he gave the familiar assurances, to France he said that the United States would fight until the wrong

of 1871 had been "righted"—a far stronger word than that of Lloyd George, and a word which in the President's mind, all his friends assert, meant the restoration of the "lost provinces." For the Poles the President had words of encouragement and assurance. For the first time an American President committed his country to an European struggle and indicated European issues in which the country had a concern.

Now the exact value of these two addresses was this: It put the Germans at once on the defensive at home and in the world, so far as peace was concerned. It relieved the Allies from all inconvenience due to ignorant misunderstanding at home of the things for which they were fighting. While the Germans were demanding vast territories and great populations to which they had not the remotest claim in law or justice, the Allies were revealed as asking only minor changes which could be supported on the ground of right and justice, even to the least well-informed elements in their publics.

Above all it was proven that the Allies were not responsible for the prolongation of the struggle, that the responsibility rested with the Central Powers, who were in fact, despite their pretensions, seeking greater territorial aggrandizement than Napoleon had sought after any victorious campaign. Millions of people in the Allied countries had, partly through weariness, partly through misunderstanding, come to believe that the Germans were really willing to make an honorable and just peace and were prevented by obstinate or blind Allied statesmen. But the blame was no longer to be charged to any but the Germans.

The result was instantaneously apparent. In all Allied nations the people settled down to another year of war. Doubt and hesitation were silenced. It was recognized that the war had to be continued as long as Germany was in her present mood, or the war party was in control in Germany and dictated German policy. President Wilson's speech destroyed the German peace offensive in all Allied countries.

By contrast there promptly broke out in Germany a new agitation. The liberal and socialistic elements began to denounce the militaristic party and its Brest-Litovsk program of annexation. It is possible to exaggerate the importance of this agitation. It did not, so far as is now visible, shake the control of the soldier and the Junker, but it was not less real and it was going on in

Germany, not in Allied countries. In a word, the domestic disorder which had been discoverable in Britain, France, and even in a measure in this country, disorder of the moral, not the physical, sort, was now transferred to Germany, where more and more people denounced the government and the ruling caste as really responsible for the prolongation of the struggle.

This is the situation as I write. It must not be exaggerated. It is unlikely to shake the militaristic control. It is even less likely to lead to revolution, but it will, nevertheless, have a continuing influence and a very real influence if the next German military offensive fails. Before they make a final bid for success on the battlefield the German leaders have been, in a sense, undermined at home. This will not injure them if they win a great victory, but it may ruin them if they lose another Marne or Verdun.

In sum, Germany, precisely as she did a year earlier and under equally advantageous circumstances, embarked upon a peace offensive, not with any sincere desire to bring peace, not with any willingness to make the concessions necessary to gain peace, above all not with any idea of abandoning grandiose annexation schemes, but with the purpose of breaking down the morale of the civilian and military populations of her foes. Temporarily she had some success, just as temporarily she gained ground at Verdun, but in the end she was completely repulsed and put on the defensive at home and abroad.

Germany had expected to fight another military campaign in any event. Her rulers were not deluded into believing the Allies would surrender what they were determined must be surrendered, but she expected just this, that while her enemies were divided and shaken over peace debates, she would level one more tremendous military attack, and this attack, gaining ground and advantages at the outset, as all such attacks are bound to do, would insure peace before it was permanently checked. It was a brilliant and thoroughly Teutonic scheme, but it failed, because the Germans were not clever enough to make even transient concessions at Brest-Litovsk. They could not make up their minds, even for a moment and for the effect it would have in the world, to let go of any of their conquests. At the critical moment, therefore, they had to lay aside the mask and the result was utter rout.

I have dealt with these purely political events at this length only because in this case

the political has a direct relation to the military. Germany attacked Italy a few months ago at the precise moment when the Italians were shaken by the Pope's peace offer and their temporary intellectual and moral disorder weakened them. She hoped to do the same thing on the western front and she only missed doing it by a narrow margin. But she failed. In a sense this peace maneuver was as purely a military thing as artillery preparation or the emission of gas before an assault at the front. It is in that light that I have discussed it, without attempting to analyze the details of the various addresses, which will be far more competently dealt with elsewhere in this magazine. But I desire to emphasize for my readers how skillfully Germany uses political weapons for military effect.

### III. BREST-LITOVSK

Turning now to the actual negotiations of Brest-Litovsk, I desire to warn my readers in advance against regarding the results of these exchanges as having any military value. Russia is out of the war. A certain number of German and Austrian troops will have to be maintained in the East to garrison the occupied districts. Even if the Russians should refuse to make peace this number of troops would not have to be increased, because the Russian army has ceased to exist as a force and a factor. Germany and Austria will have to police the Russian districts they have conquered—police them very heavily, since the populations are hostile, but nothing that happens in the peace conference, so far as one can see, will change the situation.

We shall do well to cease to regard Russia one day with hope and the next in despair. Russia is out and that is all there is about it. A separate peace might end in giving Germany a good deal of food next summer, if communications could be restored by that time, which is excessively unlikely, given present Russian anarchy, but, granted that Germany may gain some material aid for her fight against the West, if she gets peace in the East, it cannot come soon, while neither more war nor immediate peace can offer her any change in burdens on the East Front.

What, then, does Brest-Litovsk mean? Just this: The Germans went there with the hope of using the Russian Revolutionists as catpaws in their general scheme of a peace offensive. They hoped to take the Russian Reds into camp, persuade them to make a

separate peace and to become peace agents in the Allied countries, working among the same element in the Allied publics. This was the real purpose of Brest-Litovsk and when it was not realized Brest-Litovsk lost all its value and much of its interest for the German leaders.

Unfortunately for them, they could not end it when it ceased to be useful. Their own populations now looked to Brest-Litovsk and discovered that peace was not to be had because of the annexationist plans of their rulers, whereupon their disapproval began to be heard and it became incumbent upon German leadership to find a way out of the mess which should enable them to escape the condemnation of their own public, who expected peace and wanted it.

It is hard to imagine a more humiliating or intolerable position than that in which German leadership found itself at Brest-Litovsk. It was negotiating with anarchy, itself the champion of autocracy. It was listening to threats and insults from the representatives of a mob, not a nation. It was compelled solemnly to debate with men who had no army and no real force behind them and it was compelled to do all this because it had involved itself in a game, designed to strike at Allied morale, but, as it turned out, destined to affect the morale of its own populations.

German terms at Brest-Litovsk are not interesting as such. Germany is demanding the "war map" and a little more. She is seeking to erect a Baltic state, under her control, in which 250,000 Germans shall rule 5,000,000 Slavs. She is endeavoring to construct a new Poland in which Hapsburg power shall prevail for the present. She refuses all evacuation until after the war. She insists upon self-determination of political allegiance by the people, while her armies guard the ballot boxes, and she refuses to let her own Poles share in the same self-determining process. In a word, all her protestations are shams, covering extreme territorial ambitions.

But what is real at Brest-Litovsk is not the Russian delegation nor the German demands. Actually Brest-Litovsk is interesting because it was the battlefield upon which was fought out the German peace offensive. There it was exposed and routed. There it collapsed with the results I have indicated already. Had the Bolsheviks been knaves, had they been German agents, they would have made peace on German terms. They

would have accepted the German protestations at their face value and become willing dupes of German policies. Had they done this, the effect in Allied nations would have been bad, if not disastrous. Thoughtless and war-weary people would have accepted any terms the Bolsheviks accepted on the valuation of the Russians. "If Russia is satisfied," they would have argued, "why not we?" This was the dangerous moment. It has passed. Now Brest-Litovsk is a minor affair and the Germans are in the position of a man who went into the swamp to waylay a foe and got mired. Even with the game gone, they have still to get out.

#### IV. THE COMING ATTACK

Having outlined the relation of the German Peace Offensive to the military plans (it was, I think, patently intended to prepare the way for military assault by weakening Allied morale), I shall now endeavor to point out what military judgment at home and abroad is concerning the expected German assault.

First of all, the Germans have told us that it was coming. They have affirmed that it would be the greatest blow of the war and they have led their public to believe that a victory was not only possible but assured. Under other circumstances it would be possible to doubt the assertion of the foe. Certainly it will be well to watch events in the Balkans and Italy, as well as Asia Minor. Yet it is clear that only on the West Front can there be a decision and that victory elsewhere will not win the war for the Germans. Hence the probability of a Western offensive.

Actually the Germans will find themselves in February, 1918, in much the situation they were in two years before, when they made their great bid for victory at Verdun. Then they had disposed of the Russians for months. Now they have put Russia out of the war. Then they had cared for Balkan perils by crushing Serbia. Now they have attended to Italian threats for the time being. Then, as now, they were able to transfer troops from East to West and to concentrate their great munitions resources in the West.

In 1916 Germany struck to avoid the blow that was sure to come when Britain was ready. To-day her offensive must anticipate American participation in the war on a great scale, because when America en-

ters in fact Germany will be for all time put on the defensive through inferiority of numbers. Not to win the war before America arrives is to lose the chance of winning it at all, just as not winning it before Britain was ready would have meant not to win it at all, if Russia had stayed in the war.

Russia's collapse restores something of the situation of 1916. Germany has reserves, she has artillery. Her foes in front of her have no decisive advantage of numbers, if they have any. They cannot attack now, because to attack and to fail might lead to disaster, while to wait is to be assured of American help. If Germany, by striking, breaks France, then Italy will be easily put out of the war and Britain and America will be left to fight the thing out. This would not mean a victory of supreme proportions, for Britain and America will continue to dominate the seas, but it would mean mastery of the continent and leave Germany as Napoleon was after Friedland or Wagram.

Falling short of a decisive victory, the Germans plainly hope that they will produce such exhaustion in the ranks of their enemies that the foe will consent to talk peace and abandon the task of holding on until America gets ready, since America is sure to be a considerably delayed arrival. These are the two stakes of the German gamble: Decisive success with the mastery of the Continent and the perpetuation of *Mittel-europa*, if the assault have the success which was not realized at the Marne or at Verdun; possible peace by negotiation on reasonably satisfactory terms, if the assault makes material but indecisive progress on the field but uses up the moral and material resources of the French and brings them to a willingness to make peace before America is ready.

Similarly the program has obvious perils. An attack which does not bring victory fairly speedily, an attack which becomes another Verdun, after the first few days, will unquestionably awaken protest at home, just as Verdun did. The military leaders have told a war-weary public that they can win the war if they are permitted one more try. The people have been partly persuaded and partly dragooned into giving their consent to the campaign. But it will be watched with suspicion and if it does not produce rapid results it may lead to a change of popular sentiment and a far more serious crisis than Germany experienced just before Russia collapsed last year.

Germany has her chance to win the war

again. It is not as good as the chance she had at the Marne. It is not nearly as good as the chance she had at Verdun, but it is a chance. She is, in all human probability, planning to take it and to make the greatest military venture of human history, as great in this world war as was Napoleon's campaign to Moscow, in his day. And Moscow had similar stakes. Germany can attack, she must attack, but to attack and fail means approximate ruin.

## V. FRANCE OR BRITAIN?

Will Germany attack the British line or the French? On this point British and French writers are agreed. Conceivably Germany will attack on both fronts, as Haig and Nivelle made joint attacks last spring, but even in this case all agree that the weight of the blow will fall on France.

The reasons are simple. Britain has had heavy losses. Her man-power is beginning to feel the strain, but she has had no such test and loss as France, and her numbers are not actually declining, as are the French. She can still repair great wastage. It is doubtful if the French can. Since German losses are far greater in proportion, as well as in aggregate, than the British, to attack Britain would be to attack a relatively fresh opponent, who, in any event, would emerge from the war with less serious losses. And since Britain's losses are smaller than France's, the strain on the civil population is less and the chance of a break in morale behind the lines smaller.

Germany will attack France in 1918, as she did in 1916, most observers assert, because she believes France is bled white, because she sees in political disturbances within France signs of a breakdown. Granted that the French army might hold, as it always has so far, and its morale was concededly as high as ever in the recent Battle of *Mal-maison* on the Aisne, the Germans calculate that the nerve of the politicians behind might crumble.

It is all very simple, very brutal, and very German. You select the weaker antagonist and you beat him up. France, by reason of her resistance and her sacrifices, because she has been invaded and ravaged, is weaker than Britain and therefore the German is selecting France and will attack the French lines. He has always believed the French a decadent people. He has never ceased to murmur "poor France" since the war began. Not

even the Marne nor Verdun have shaken this original view and he is planning to prove it to be correct this time, having proven it false in 1914 and 1916.

Now granted that the Germans attack the French, the British will have to attack the Germans. Sir Douglas Haig offered to do this in 1916 at the Verdun time and Joffre declined the aid proffered because the British army was unready. It is ready now, but it will have to attack under the compulsion of the foe and when he is expecting the attack and ready for it. We had just such another campaign when the Germans were standing on the defensive in the West and beating the Russians to pieces on the East in the spring, summer, and autumn of 1915. Then both the French and the British attacked, first in Artois, about Lens and Arras, and later in both Artois and Champagne in the memorable offensive of September 25. They failed both times and Russia fell, while Serbia was annihilated.

But a year later, after the Verdun campaign had been going on for four months, the British, with the French, did attack at the Somme and Germany had to give up her Verdun venture, as the pressure on the Somme increased in August and September, and finally abandon her Verdun gains, when her numbers began to fail in October and in December.

Unfortunately for the Allies, there seems another possibility. We read of constant destruction of French villages behind the German lines facing the British. It would seem that the Germans may be contemplating a withdrawal, a "strategic" retreat like that of last spring, a retreat from before the British as a concomitant of their attack upon the French. Were this to happen, British attack for a considerable period would be quite impossible and Britain would have to remain quiescent or send troops to the French front, which involve enormous difficulties of transport, and of munitions.

As to the time the Germans will attack, they struck at Verdun on February 21. The weather was bad and hampered them much, but their necessities were great, for Britain was preparing and was sure to be ready in a few months. But is there such a necessity now? Can we, the United States, be ready in a time so near that Germany will have to shoulder the discomforts of a winter effort, with all its handicaps, to anticipate American intervention? I do not think so. I do not believe the American army will be ready in

great numbers before autumn, perhaps not before the spring of 1919, therefore it seems to me unlikely that Germany will move before March or even April, unless her home situation requires prompter action and an earlier decision. With the Verdun precedent in mind, I cannot believe the Germans will strike again in February unless they are impelled by conditions of which we are not informed.

## VI. WHERE WILL THEY STRIKE?

When it comes to a consideration of where on the French front the Germans are likely to strike, one enters the region of pure conjecture. I do not mean to prophesy or to guess, but there are two sectors of the French line which have been indicated to me by French generals as most likely to be subjected to German assault. One is in Champagne, east and west of Rheims, the other is in Lorraine, east and west of the Moselle River and not far from Toul and Nancy.

Looking at the whole French front from the Oise to Switzerland, it will be noted that there are various sectors in which the conditions do not favor an offensive from the German side. This is especially true of the region between the Oise and the eastern end of the Chemin des Dames, where in the recent fighting the French have gained all the high ground. Moreover, when they held only a portion of the high ground in August, they successfully stood off a German assault about Craonne for many days, without losing a foot of ground. Again, just east of Rheims the French hold the Moronvilliers Heights, which Pétain took in the spring. They are a very real obstacle.

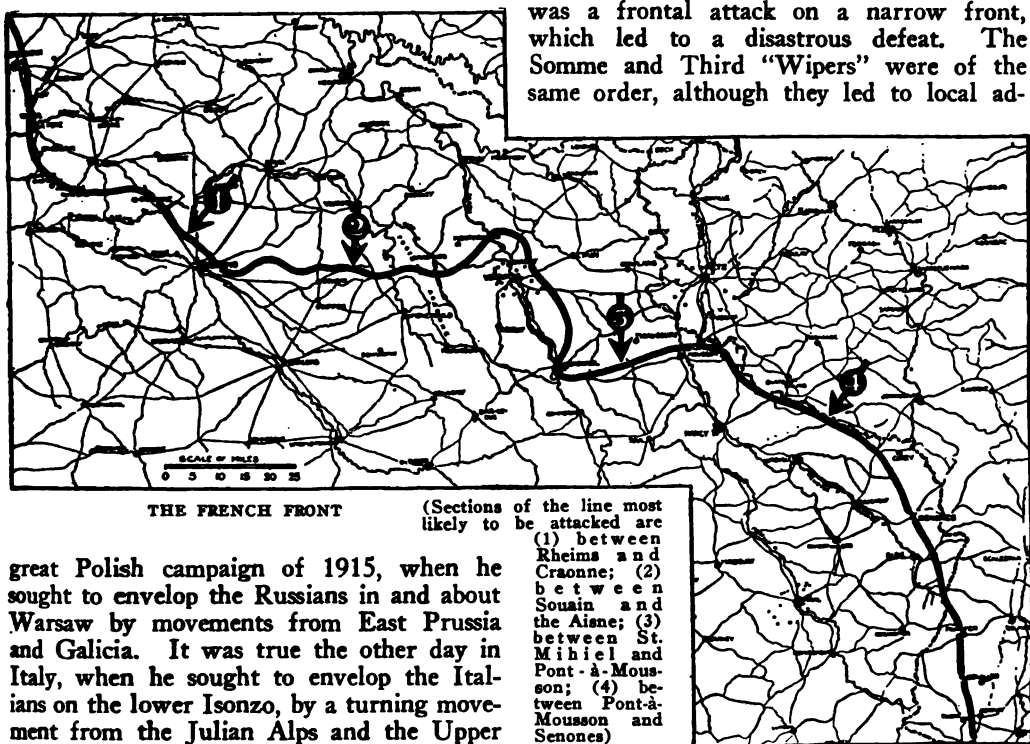
Eastward from the Aisne, north of St. Menchould to St. Mihiel on the Meuse, the French hold strong positions, including all the famous Verdun hills and forts. Finally, the Vosges from Epinal to Belfort are unsuited for any great offensive, because of the military obstacle they constitute, and any push through the Belfort Gap would be of dubious advantage because of the narrowness of the operable front and the proximity of the Swiss frontier. Conceivably the Germans might undertake a limited offensive to clear out the French troops, occupying a few hundred square miles of Alsatian territory about Thann, but this could have no great importance and would mean the waste of men on a minor venture—a thing the Germans avoid as much as possible.

It will be seen that in this review of the French front two sectors have been omitted—that of Champagne, from the Moronvilliers Heights to the Argonne, and that of Lorraine, from St. Mihiel to the Vosges. It is in one of these two sectors that Allied critics expect the great German attack to be made. Their reasoning is this: The German hates a battle on parallel lines and always seeks an enveloping movement, if possible. This was true in 1870, when he succeeded at Sedan. It was true in 1914, when he attempted a double enveloping movement from Belgium and from Alsace-Lorraine and failed at the Marne. It was true in his

of Rheims, they would promptly come in on the rear and communications of the forces on the lines between the point of attack, and capture or destroy them.

And the configuration of the French front admits of such movements at these two fronts. It is even possible that the Germans by a gigantic operation, a double attack, one portion made in the Champagne, west of the Argonne, the other in Lorraine, west of the Moselle, might seek to envelop Verdun. The thing was tried in a way during the Marne campaign and the Germans have made several tries at the same thing since then, but on no large scale.

Verdun was a battle in parallel lines, it was a frontal attack on a narrow front, which led to a disastrous defeat. The Somme and Third "Wipers" were of the same order, although they led to local ad-



great Polish campaign of 1915, when he sought to envelop the Russians in and about Warsaw by movements from East Prussia and Galicia. It was true the other day in Italy, when he sought to envelop the Italians on the lower Isonzo, by a turning movement from the Julian Alps and the Upper Isonzo. He is trying the same thing now, by his movement out of the Trentino and behind the Piave line.

Now the object of these great turning or enveloping movements is to surround and capture an army, or a portion of an army. Sedan is the classical example and because it made such a profound impression upon military minds the world has been looking for a Sedan all through this war. Mere defeat, on the contrary, only leads to retirement and reforming of the line.

But if the Germans were able to deliver two great blows on the French front, north and south of Nancy, or east and just west

vances and minor successes, but only at the Dunajec, in 1915, did a frontal attack end in a supreme success and this was due to artillery advantages which the German will not have now in the West.

It is perhaps idle to follow this speculation. But I do know that the best-informed Allied observers expect a German attack either in Lorraine or in Champagne, either about Rheims or Nancy, and that they recognize the possibility of a great enveloping movement intended to surround and isolate Verdun. Success on such proportions might win the war, but it is about the most colossal



venture one can imagine and it failed utterly in the Marne campaign, when Germany was far better off than she is to-day.

## VII. TRANSFERRING TROOPS FROM EAST TO WEST

It remains to discuss now the transfer of German troops from the East to the West Front, which has attracted general attention in recent weeks. We have had alarmist reports of numbers, ranging as high as a million and a half. We have had more moderate and reasonable estimates of from half to three-quarters of a million as the eventual profit to the West Front of the Russian collapse.

But the movement of masses of men is a long and difficult process and German transport material is in none too good shape. Even were it certain that half of the troops in the East would eventually appear in the West, the transfer would be a matter of months. For the present article I am going to confine myself to the printing of some exceedingly interesting figures, which are French official and have come to me through the courtesy of the French Government.

To start at the beginning, Germany had on the East Front on September 1, 1917, 92 divisions, containing 965 battalions, or approximately a million men. She had on the West Front 147 divisions, containing 1369 battalions, or, roughly speaking, 1,400,000 men. This was an increase of thirteen divisions in the East since July 1 and a decrease of eight on the West Front since the same date, when Germany had 155 divisions, or around a million and a half men on the West Front. At the earlier date she was being attacked by the British in Flanders and was attacking the French at the Chemin-des-Dames. There was, then, no movement from East to West between July and September, rather a transfer from West to East.

But on December 11 the German troops on the West Front had risen from 147 to 154 divisions, or approximately 1,500,000 men, while the number of the divisions in the East had fallen to 77, or around 800,000. Seven divisions had also appeared on the Italian front. As I indicated in my last article, the German contingent in Italy was small—less than 70,000, and was not in itself sufficient to have produced the Italian collapse of last fall.

Between September 1 and December 11 fifteen divisions were moved from the East

Front. In the same time fourteen divisions appeared on the west and Italian fronts, presumably the same units.

We have then the transfer of fourteen divisions in approximately three months, but as seven went to Italy the Western Front in mid-December was still weaker than it had been in July.

Now of the 77 divisions, or 800,000 Germans, left in the East what part can be sent west? Certainly not more than half, say 40 divisions. But this is only 400,000 men and there is here no overwhelming addition to the western numbers, which would even then hardly pass the 2,000,000 mark in actual strength. Beyond this Germany would have to depend on her reserves not at the front, that is, in her home depots, and upon Austrian contributions, but can Austria contribute?

On this point I quote the following French official statement:

"There has been some question of the transfer of Austrian troops to the Franco-British front. Here are some figures about the army of the Emperor Charles.

"In spite of its population of more than 50,000,000, in spite of the fact that the youngest classes have been called up, in spite of the extension of the obligations to military service up to fifty and even fifty-five years, Austria has never had at one time in the war zone more than 820,000 men.

"At the present time Austria has at the front 79 divisions thus stationed: Forty-five on the Italian front, from which it would be exceedingly difficult to move any. Thirty-two on the Russian-Rumanian front, where they must in major part remain to guard Galicia. Two on the Balkan front. The military forces of Austria, therefore, do not make possible any considerable transfer.

"It is true that Austria possesses good artillery. She has about three thousand field and mountain guns, 1000 light pieces and more than 900 heavy guns.

"Austrian assistance (on the West Front) would then consist mainly in artillery sent to this field."

That is the way it seemed, and I believe seems, to the French. Now granted that Germany can bring 400,000 troops from East to West, granted she can improve the quality of divisions in the West by replacing older men by younger men combed out of the eastern armies, and this combing-out process has been going on for weeks, is this number, added to the million and a half al-

ready in the West, calculated to give her a real preponderance? I do not think so.

The British have at least a million men on their part of the line, with large reserves to fill vacancies behind. The French have close to another million with at least one class, 200,000 men, to replace wastage. In other words, the Germans, so far as their East and West fronts are concerned have not enough men available to give them any real numerical advantage. Have they the troops behind? This is exceedingly unlikely, given what we know of their promptness in calling up and using the younger classes. They are always at least one year ahead of the French in this respect.

Therefore, if the United States could have 500,000 men ready to fight next May, these would give the Allies a decisive advantage in the West. They will not have such a force ready and therefore the numbers will be approximately equal. Accordingly, Germany can attack, since her foes will not attack, pending the arrival of the Americans on the line. Thanks to Austria, thanks to her great captures of Russian artillery in the summer and Italian in the fall, with huge

stocks of munitions, Germany may have an advantage in guns. This possession of superior artillery did not get her Verdun, nor win for her at First Ypres. The Allies will certainly be able to make great counter concentrations, if the first German flood be checked.

On the foregoing statement of the situation it seems to me that all belief that Germany is to have overwhelming advantage in numbers, is idle. On the contrary, but for the transfer of French and British troops to Italy, she would probably be slightly outnumbered, as she surely will be when any large American force gets up. Her chance, her advantage, it would appear, lies rather in artillery. She probably will have more guns, possibly more munitions. These are a great factor, of course. They might prove decisive, but they didn't at Verdun. So much for numbers and the transfer of troops from East to West. All told, Germany has now at most 2,500,000 men on all fronts. In the West she can hardly have more than 2,000,000 present and eventually available, while her foes certainly have 2,000,000 men now on the line.



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#### OCEANS OF HAMPERING MUD ON THE WESTERN FRONT

(This British official photo shows a heavy load drawn by a team of horses stuck in the mud despite the wooden road built to offset just such contingencies)

# UNCLE SAM TAKES THE RAILROADS

BY CHARLES F. SPEARE

**B**ETWEEN the morning of one day (December 27) and noon of the next (December 28) the President of the United States issued a proclamation and took over the "control and possession" of the transportation systems of the country under the act of Congress of August, 1916. Of all his measures concerning property none has been so swiftly carried into effect and none compasses such proportions as this, involving as it does the supervision of approximately 260,000 miles of single track, an investment of over \$16,000,000,000, and the employment of 1,700,000 individuals. It is interesting to see how closely the property valuation fits the nation's first year war budget, while the army of railroad workers compares with the total number of enlisted and draft men now in the field and training.

What had happened at the end of last December making this act imperative?

## *Corporations at the End of Their Rope*

The answer is supplied by President Wilson, who, in addressing Congress on January 4, said: "Transportation supplies all the arteries of mobilization. Unless it be under a single and unified direction, the whole process of the nation's action is embarrassed." The substitute, in the form of a Railroads' War Board, had been tried for nine months and found wanting in the maximum production of transportation. "If," said the President, "I have taken the task out of their hands, it has not been because of any dereliction or failure on their part, but only because there were some things which the Government can do and private management cannot."

When the railroads were commandeered by the Government they had about reached the limit of their ability to lift the freight jam without ignoring laws covering pooling of revenues and the Sherman anti-trust act; they were still naturally jealous of their individual positions of strategy of location; they were loath to abandon service which they had developed after years of investment

and solicitation; they were tied in a knot by Government priority of shipment; they could not raise additional capital for equipment, as their securities had depreciated nearly two billions of dollars in value within a year, and a serious labor crisis faced them. They had lost 70,000 men to the Army and Navy; the effectiveness of many of those remaining had been impaired by constant shifting from one point to another. The labor turn-over in some departments was 500 per cent.; in others 700 and 800 per cent. In the eastern district not enough motive power was available for the traffic. At the port of New York alone there were 150 vessels waiting for bunker coal. The entire East Atlantic Coast was threatened with a coal famine. Iron and steel plants were operating only at 50 per cent. of capacity. Schools and churches were closing; the poor were dying in rooms of Arctic temperature. Again, to quote the President, "a great national necessity dictated the action, and I was therefore not at liberty to abstain from it."

## *Secretary McAdoo as Director-General*

Whether or not the plan would succeed depended on the quality of the man to whom the office of Director-General of Railroads was given. It had been apparent for some time that if "control and possession" should be claimed, William G. McAdoo, Secretary of the Treasury, would be asked to look after the functioning of the carriers under Federal auspices. In finally selecting him, President Wilson recited his qualifications in the following language: "His practical experience peculiarly fits him for the service and his authority as Secretary of the Treasury will enable him to coördinate as no other man could the many financial interests which will be involved and which might, unless systematically directed, suffer very embarrassing entanglements."

There was another fitness which was obvious, but which was not mentioned. The transportation crisis called for courage and imagination and some disrespect for old tra-

ditions. It also required the ability to organize—executive talent, it is called. There was probably no man available who combined these qualities in greater degree than Mr. McAdoo, and who, in addition, had been trained in transportation as a profession and then had entered the public service in the capacity of financial adviser to the Government.

His courage was at once exhibited in the seizing for common usage of such private facilities as the Pennsylvania Railroad tunnels under the North and East Rivers; in orders to annul nearly 300 passenger trains in the eastern district when travel was fully 10 per cent. greater than ever before known, and in heavily penalizing the shipper who held freight in cars over forty-eight hours. His executive ability was shown in the immediate selection of a board of assistants to deal with each phase of the situation, on which Alfred H. Smith, president of the New York Central; and probably as good an operating official as the country has, is the director of traffic. John Skelton Williams, Comptroller of the Currency, is to devote his time to the questions of finance. Matters of supply of cars, the compilation of statistics of earnings as a basis of compensation and the legal questions involved in this great undertaking were assigned to experts.

The Secretary of the Treasury and the Director-General of Railroads has great capacity for assuming new responsibilities, but does not destroy his essential value to the Government by accepting the details of administration. This is usually the mark of a good executive and leader. The only criticism heard of his appointment was from certain members of Congress. They claimed that he could not do justice to his duties as Secretary of the Treasury, member ex-officio of the Federal Reserve Board, and director of the Farm Loan Bank, at a time when financial administration called for such concentrated effort. But they were really more concerned with the additional power vested in this preferred Cabinet member than in the possibility of overworking him.

Mr. McAdoo craves power. This is well known. There are broad suggestions that he is a Presidential candidate and is laying the foundation for support in 1920 through generous political patronage. This may or may not be true. The thing most obvious is that whoever leads in this national crisis; whoever shows courage and a wisdom to dis-

entangle problems of industry or finance; whoever deals fairly and capably with small or large units of men, will not fail of political favor after the war, if he wants it.

Note, however, that Mr. McAdoo does not follow the crowd. He forms his own conclusions and fashions his own judgments. He believed that the American public would subscribe to a 3½ per cent. bond when the composite opinion of American bankers was to the contrary. He looked more on the factor of patriotism as an incentive than did they. He can take the bit in his teeth and go against the current as he had to do many times in the early days of the war, when demands came pressing both from home and abroad. And he can change his mind when he discovers a mistake of policy or of judgment.

#### *Mr. McAdoo's Experience in the Transportation Field*

Currently, railroads take priority in Mr. McAdoo's official life over Government finances, so he is just now known more as Director-General than as Secretary of the Treasury. The best modern combination of railroad executive has been the man with a legal training and some operating experience. The Director-General had both. Born in Georgia in the mid-period of the Civil War, he gained by hard knocks the elements of grit, of nerve, shrewdness and resourcefulness that have carried him through many contests into which he entered with the odds against him. He has been frank to say that the trail of fire that General Sherman left behind on his march to the sea had the best kind of reaction on his character for it created hardships of living under which "the individual developed every resource and every power with which nature had endowed him, in order to live." He was educated at the University of Tennessee, left to study law in Knoxville, supporting himself meanwhile from a deputy clerkship in the United States Circuit Court for the Southern Division. In 1884 he was admitted to the bar, and practised law in Chattanooga for eight years. Then he went to New York.

There is greater continuity in the professional development of the Director-General than in most public men's lives. The big thing with which he is now grappling is transportation. It was transportation, in the form of a decrepit traction line in Knoxville, Tenn., over which he had his first battle, and in which he came off victor. This road

was nearly down and out. The Director-General assumed its management, fought off receiverships, and finally, delivered it sound to its owners. Later he learned transportation from another angle—as counsel for the Richmond & Danville Railroad, a part of the present Southern Railway system.

Problems of urban transportation greatly interested him. After he came to New York he found that under the North River was a partially completed tunnel between the Jersey shore and the metropolis. Considerable money had literally been sunk in the venture. Mr. McAdoo saw its possibilities. He went to A. J. Cassatt, of the Pennsylvania Railroad, and by his enthusiasm and persistence completed a traffic interchange arrangement which made the financing of the tunnel possible. He first borrowed \$4,000,000, and eventually saw his scheme expand into a \$70,000,000 proposition, of which the Hudson & Manhattan Railroad Company and the Hudson Terminal buildings were the two main parts. This work was completed in 1909.

#### *Constructive Work in the Treasury Department*

In 1913 Mr. McAdoo was asked by President Wilson to become his Secretary of the Treasury. The constructive work done in this office in framing and placing in operation the Federal Reserve Bank and in effecting a change of taxation to cover the new system of taxes on incomes and later on excess profits now seem to have been destined as a part of the education for the financial problems which naturally merge in the joint offices of Secretary of the Treasury and Director-General of Railroads.

#### *What Will Happen to the Roads?*

The scope of the operations of the Director-General of Railroads is suggested by the fact that his jurisdiction covers six times the mileage of any other country. A comparison of the figures, with the percentage of state-owned and operated roads in Europe, follows:

	Miles	Owned or operated by the state
United States.....	257,000	.....
Russia .....	43,500	75 per cent
Germany .....	36,740	95 per cent
France .....	30,619	20 per cent
Great Britain.....	23,387	.....
Austria .....	13,873	75 per cent
Hungary .....	12,562	85 per cent
Italy .....	10,300	82 per cent
Switzerland .....	3,130	100 per cent

To-day Canada has approximately 35,000 miles of railways in operation, of which 2000 miles are directly owned by the Dominion. In part of the new mileage representing the two transcontinental lines there is a large government investment of money, but no direct government management.

Among the provisions of the so-called administration bill under which Mr. McAdoo will act are guarantees of income during the period of Federal control at an annual rate equivalent to the average net railway operating income for the three years ending June 30, 1917.

In his message to Congress on the railway situation, delivered January 4, President Wilson said: "Indeed, one of the strong arguments for assuming control of the railroads at this time is the financial argument." It took time to impress the paramountcy of the credit situation on the Administration, but when this was appreciated it went generously to the remedy. The future of Government loans was bound up in the support of railway securities, held to the extent of \$10,000,000,000 to \$11,000,000,000 by small investors, national banks, savings banks and insurance companies.

The phrase "average net railway operating income" means the amount remaining from gross earnings after the expenses of operation, including maintenance, taxes, and hire of equipment are deducted. The percentage of such income is based on the "property cost." For instance, the average property investment for the three years taken as the standard and for the three districts into which the railway territory of the United States is divided, and the operating income and return per cent. were as follows:

	Property Investment	Net Oper- ating Income	Rate Return Per cent.
Eastern ....	\$6,798,489,504	\$355,402,491	5.23
Western ....	7,804,087,319	401,072,993	5.14
Southern ...	1,994,968,353	109,739,400	5.50
All roads...	\$16,597,545,176	\$866,214,884	5.22

What the individual road may expect, if the Government guarantee goes through Congress, is indicated in the following examples taken from typical properties:

	Rate of Return Per cent.			Average for Three Years
	1917	1916	1915	
Pennsylvania ..	5.37	6.58	4.45	5.48
Baltimore & Ohio	4.65	4.95	4.28	4.63
Erie .....	2.88	4.86	2.97	3.57
New Haven....	6.31	6.11	5.60	6.01



	Rate of Return Per cent.			Average for Three Years
	1917	1916	1915	
N. Y. Central..	6.82	7.31	4.72	6.09
Atchison .....	7.02	6.30	5.13	6.16
Rock Island....	5.86	4.75	3.52	4.72
Northern Pacific	7.17	6.70	4.93	6.27
Union Pacific...	7.67	7.16	5.31	6.72

For purposes of illustration, it may be assumed that the total of stocks and bonds outstanding represent the property investment. A road, say the Atchison, Topeka & Santa Fé, has its capital about equally divided between bonds, on which it pays 4 per cent. interest, and stock on which the average of the common and preferred is about  $5\frac{1}{2}$  per cent. The average paid on all capital would be between  $4\frac{3}{4}$  and 5 per cent., against which the average earned in the three years was about  $5\frac{1}{2}$  per cent. The Erie has, roughly, \$450,000,000 of capitalization, but of this \$170,000,000 represents non-dividend-paying stock. The bulk of the bonds bear 4 per cent. interest. The average return of 3.57 per cent. for the three years, if guaranteed, would permit the continuance of interest payments which could not have been continued if the 1917 earnings of 2.88 per cent. had had to be carried into the present year. The chief objection to the plan is that many systems suffered heavy losses in gross earnings in the period from August, 1914, to June, 1915, and the low return on property investment then makes the three-year average unfair. This particularly affects the southern lines, whose traffic was greatly curtailed on account of the total stoppage in cotton exports and the low price of the staple.

### *The British System*

For some time before the President made his proclamation there had been a leaning toward the British system of government control and guarantees during the war period, and, as the shrinkage in securities went on, emphasis was more and more placed on the application of this plan to the American railroads.

In studying the British system in its relation to conditions in this country it should be remembered that, both in the amount of mileage administered and in the separate entities to be dealt with, there is quite a different problem. In Great Britain the mileage is 20,300, compared with about 260,000 miles here. Of this amount only 15,160 miles were subject to the first arrangements entered into in August, 1914, between the

English Government and the Committee of General Managers. Later, or in January, 1917, Irish roads with a mileage of 3500 miles went under the act. Again, the individual properties taken over were limited in number to between twelve and fifteen, whereas in the United States there are fifty large systems, each one of which is, in extent, equal to or four or five times longer than any one of the dozen or so English carriers, and there are nearly seven hundred separate railroad corporations in addition that have to be supervised. This, obviously, makes the administration much more difficult for the Director-General and his staff than for the Committee of General Managers, who can go from end to end of any one of their lines within twelve hours.

The first provision for taking over the railroads of Great Britain "in an emergency" came in the act of July 30, 1842. This provided for a better regulation of railways, and for the conveyance of troops, and it made mandatory on directors of any railway the movement of officers and soldiers, together with baggage, arms, and ammunition "at such prices or upon such conditions as may, from time to time, be contracted for between the Secretary of War and such railway companies." In 1844, the act was extended so as to specify the maximum rates under which officers, soldiers, military baggage and stores should be conveyed.

The act of 1871, entitled "Power of Government on Occasion of Emergency to Take Possession of Railroads," empowered the Secretary of State to take possession of railroads and railroad plants.

Railroad labor in Great Britain has always been paid at fairly good rates relative to other wage scales in the United Kingdom, but low in comparison, of course, with the United States. One of the first problems that the Committee of General Managers had to deal with was that of the compensation of the 600,000 odd members of the various railway organizations. In this, and in subsequent dealings, there have been measures taken to meet the rising cost of living through a series of bonuses, the first of which was two shillings per week. As the cost of food, rents, clothing, etc., rose there was a progressively rapid upward tendency in the size of the amounts demanded in the form of extra compensation, until now all men and boys over eighteen years of age are getting 21 shillings per week in excess of their pay in the pre-war period.

Owing to the fact that nearly 25 per cent. of British railway men went to the colors, it has been necessary to draft into the service boys, girls, and women. They, too, have come within the scope of the bonus system, and in the last arrangement made between the government and the employees the bonus to boys was raised to 10 shillings sixpence a week; to women 8 shillings sixpence, and to girls 4 shillings and threepence. It has been estimated that the total increase in compensation over that of July, 1914, amounts to \$165,000,000, or the equal of the dividends paid on all English railway stocks in 1913. This seems to combat the claim made here recently to the effect that the English Government was profiting from the railroad arrangement, consequently the United States ought to be able to draw into its treasury a tidy sum each year after it had paid the proposed guarantees.

The question of settlement with labor was one of the first that came before Director-General McAdoo after he assumed office, for there was pending a demand from the men for increases from the carriers ranging from 25 to 40 per cent.

#### *How Long Will Government Control Continue?*

The section of the House and Senate bills that has been made the subject of most criticism and around which the fight in Congress will center is the final one, reading "that the Federal control of transportation systems herein and heretofore provided for shall continue for and during the period of the war and until Congress shall thereafter order otherwise." The British act does not permit the indefinite continuance of control and must be renewed weekly.

The phrase "and until Congress shall thereafter order otherwise" leaves the matter of control indeterminate. Those who are against permanent Government ownership say that if there is no time limit set the United States may be able to assume perpetual control, and they have been demanding the insertion of a clause limiting control after peace is signed to six months or a year, a period sufficient to readapt the railroads to their former state.

The subject of Government ownership of the railroads of the United States has been in the air for the past twenty years. It was advocated with no more or no less emphasis in 1914 than it was in 1904. American thought did not go into the subject a

great deal even after a demonstration of the practicability of state control of carriers in war time had been given in all of the warring nations of Europe. It was to avert Government ownership that the railroads organized their War Board last April. It has been evident, however, to those who have been watching the situation, that state possession of all agencies of transportation was certain to come while we were at war. Now that temporary possession has been taken it is very doubtful if either the Government or the people will be willing to turn back the railroads to the management of their present owners. Without a war there never could have been a test of the relative merits, from the standpoint of service, as between private and Government ownership, except as precedents were taken from other countries whose conditions as to size, density of traffic, political traditions, and rate structures were quite apart from those of the United States. It had been proven that in a crisis the American railroads had reached the point where limitations as to laws and authority over another's property had produced an impasse. The authority of the Government vested in the hands of one individual of courage and strong will was essential to work out the problems of congestion and to place the element of service over that of individual profit. This authority was given. Now as to the ultimate effect.

It is not fair to say that the transportation system of the United States had "broken down." As I indicated in the January REVIEW OF REVIEWS, there was almost no difficulty in the territory west of the Mississippi River. In fact, facilities there were not being employed to their capacity; were being used subnormally in consequence of the desire to move business to the Atlantic ports. While these points of exports were clogged, very little business was going out through New Orleans and Galveston. The latter, with a track capacity for about 13,000 cars, had, early in the year, less than twenty cars, while New Orleans was working about 30 per cent. of maximum ability.

The idea had, however, gone out that the railroads were making a poor exhibition; and when industries are closing for lack of coal and the householder who has had plenty before finds himself limited to a bucketful, he is quick to place blame and to repeat the popular cry of "inefficiency." The level from which the Government started to operate the roads was, therefore, to the man in

the street, a low one. Any lifting of this average will be placed to the credit of the Government. With all of the advantages of cutting cross lots in the matter of laws, competitive service, the common use of facilities formerly of a monopolistic nature, eliminating the less essential and concentrating on the most essential traffic, with a desire on the part of the entire railroad staff to make the transportation agency qualify in the highest degree as a factor in winning the war, the odds are very much on the side of a better rather than a poorer set of conditions than under the former auspices. There will be less service that appeals to the comfort of the traveler, but more that tends to relieve industrial and individual distress and that contributes to the quick despatch of loaded ships abroad.

The test of the new arrangement could not have been made under conditions more difficult than those which were imposed by the weather in the last week of December or the first half of January. Temperatures lower than the average for twenty years were registered in the East, and for half a century in the West. Rivers were blocked with ice; snowdrifts many feet high impeded traffic between Pittsburgh and Chicago and led to absolute cessation of traffic for nearly forty-eight hours. It was only by radical measures that trains moved at all. If the conditions were bad under Government supervision, it is easy to surmise what they might have been under the former order of things.

There is another factor, too, in this question of ultimate ownership. Clearly we have reached a point where the regulating bodies are opposed to increasing railroad rates. It will be of no advantage to the

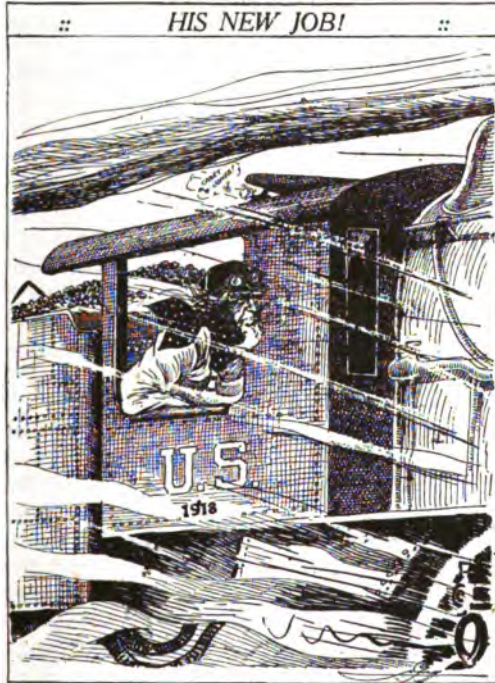
present owners to get back their properties at the end of the war if they are to face conditions such as have, year by year, reduced their credit and brought the annual additions of new facilities to the lowest during this generation. It will be some time after

peace comes that prices of commodities and of all labor fall back where the 1917 railroad freight rate in Eastern territory can absorb them.

Again, war has demonstrated the necessity for some thousand miles of purely strategic lines in the United States, probably running north and south, or along frontiers. These would be expensive to build and quite without commercial value. Still further, the only apparent solution of the terminal question without the expenditure of hundreds of millions of dollars, is in the nationalization of these existing facilities. Along with

this goes a policy of common interest between the transportation lines and our merchant marine in the development and retention of a highly desirable overseas trade. Included in this program would be the inland waterways, whose development has been retarded by the railways, and whose future growth must depend on their direct relation to a national transportation scheme.

The rebound in all securities after the announcement of the proposed guarantee was sufficient evidence that investors felt they had been lifted out of their slough of despond. It is a very grave question whether, unless they are allowed a modification of pre-war conditions, they will wish to return to the old condition of uncertainty as to interest and dividends, preferring a fair price for their properties to limited opportunity for profit under excessive rate regulation.



From the *Constitution* (Atlanta, Ga.)

# SUBMARINES AND COAL

HOW FUEL FAMINE IN NEW YORK WAS PRODUCED BY GERMANY

BY HARRINGTON EMERSON

THERE was very severe cold weather in New York at the end of the year 1917. There was also a severe coal shortage which made the cold much more of a calamity. This coal shortage was indirectly caused by the German U-boats, even as the food shortage in Germany is caused by the Allied blockade.

In what way were the German U-boats the cause of the coal shortage?

The great supplies of coal for the Atlantic States come from the bituminous coal fields of Pennsylvania and of West Virginia. These coal fields are the best and largest worked fields in the whole world. They have not only built up great centers of industry, but they have also been responsible for the building of great railroads, which carry this coal west, north to the Great Lakes, south to the Southern Atlantic seaboard, but principally east, to the great centers of manufacture and population. The number of these roads, and the extent to which their east-bound tonnage consists of coal, is realized by few. There are seven great roads tapping the bituminous fields and carrying the coal oceanward: the Pennsylvania, the Baltimore & Ohio, the Western Maryland, the Chesapeake & Ohio, the Norfolk & Western, the Virginian and the Carolina, Clinchfield & Ohio.

The coal tonnage of these roads runs from 85 per cent. of their total traffic down.

These roads carry the coal to tidewater at Newport News, at Baltimore, at Philadelphia, at New York. The large coal docks are marvels of modern ingenuity. A whole car will be lifted bodily, be turned upside down, emptied and sent hurtling down an incline in a few minutes. Barges and steam-

ers, taking from the great bunkers are loaded in a few hours. The steamers go on their way; a string of barges is taken in tow by ocean-going tugs bound for northern cities, Greater New York, all along the Sound and up the New England coast as far north as Maine. At these cities there are large receiving docks into which the barge coal is rapidly unloaded, reloaded into coal cars and drays, and distributed by a short inland haul all over New England or to ocean-going vessels.

## *Ocean Tugs to Convoy Merchantmen*

When the U-boats began their career of frightfulness, like wolves striking in the dark, they lay in wait for single unsuspecting and mostly unarmed vessels. The toll was heavy. The Germans exulted, and with that fatuousness which has all along marked their psychology, they seemed to think that merchantmen would remain sheep for their wolves. Their whole system of government in schools and in world matters is to label something "*Verboten*" and then visit frightful punishment on him who fails to conform.

They expected that their war zone would be observed, they expected that the treatment of Captain Fryatt would deter all merchantmen from resisting U-boat attacks, they expected that U-boats would be permitted to rise to the surface and sink by gun-fire helpless ships. They sent over the *Deutschland* and the *U-53* to frighten us. They did not conceive that methods would be found of combating the U-boats. They had willed it otherwise! They were so certain of their own game that they could not conceive of any counter move. They are still consoling themselves for the loss of the battle of the Marne by the theory that the

French acted against the rules of strategy.

Their German fury was unbounded when merchantmen began to arm, and their rage was

	No.		FREIGHT CAPACITY, 1914		Tons	
	Total cars Owned	Total Capacity	Total coal cars Owned	Capacity of coal cars	P. C. of Total	Tons
The Pennsylvania .....	153,068	7,221,612	97,146	4,763,928	66.0	
The Baltimore & Ohio.....	87,772	3,669,550	53,591	2,505,705	68.3	
The Western Maryland.....	9,116	411,675	7,166	335,140	81.0	
The Chesapeake & Ohio.....	44,055	1,993,190	33,542	1,645,775	82.5	
The Norfolk & Western.....	47,483	2,308,390	35,769	1,878,965	81.5	
The Virginian .....	7,196	345,230	5,792	289,085	83.8	
The Carolina, Clinchfield & Ohio	5,251	241,070	4,080	204,000	85.0	

natural, for armed merchantmen meant destruction of submarines. A destroyer hastened to the spot whence the torpedo came and dropped the dreadful depth bomb which might indeed lift the destroyer half out of the water, but which also crushed in the weak shell of the U-boat, put it forever out of commission.

All explosives generate an enormous amount of gas. High explosives generate an extra volume of gas; a cubic inch of water expands into a cubic foot of steam at atmospheric pressure. This is 1,728 times the volume of the water. When a depth bomb is exploded under water, the gas causes enormous pressure in all directions. What gives way? The water between the bomb and the surface is pushed upward, is thrown into the air until the gas can escape. But if a submarine is nearer to the exploding bomb than is the surface, it is the shell of the boat which has to stand the fearful and sudden pressure. It yields; it may crush like an egg-shell, or perhaps the plates start and the air in the U-boat escapes, water fills it, and it sinks. We all remember how, last spring, the U-boats used to rise, train their 3-inch and 6-inch guns on their victims and either use no torpedoes or complete by gun-fire the destruction begun by torpedoes. For a while they had an easy time. Time and time again one torpedo was not enough.

Then the convoy system began. Vessels no longer browsed over the sea like silly sheep, the prey of every wolf, but they were herded by the swift destroyers. The U-boat, even if it found itself in the path of a convoy, no longer dared rise. From a less conspicuous periscope it had to risk a single torpedo shot, then dive as fast as possible. Even if the vessel was struck it was often only crippled, propeller damaged, engine stopped or some compartment leaking. It was perceived that if these cripples could be towed to port they and their freight would be saved.

We are now getting nearer to the cause of the coal shortage in New York. To tow the cripples to port ocean tugs were needed. Ocean tugs called from our Atlantic coast became part of the convoy. We have all heard much of the necessity of building ships fast and well, but the ocean tug saved ships already built, loaded, and near the other side. Every tug was worth a whole shipyard, because, as we have found out, it takes years to build an ocean-going freighter, but it only takes weeks to repair and make seaworthy

the maliciously and stupidly and ineptly damaged German ocean monsters in our harbors.

In this matter of repaired ships it was again to laugh that the Germans could not conceive that our ingenuity, our acetylene and electric weldings, would repair their cracks.

Perhaps, however, we also were somewhat short-sighted in not at once building ocean tugs. I remember some tugs turned out in ninety days at one of the New England ship yards. Ocean tugs in great numbers would have proved more useful over there and here at home than the boats whose launching is still far distant.

So to save crippled ships, our American ocean tugs were called to the other side; they became part of the convoys; they were the stretcher-bearers of the sea. Vessel after vessel was saved; U-boat losses were diminished week by week.

#### *Diverting Coast Coal to Railroads*

But what became of the ocean coal trade? It was diverted to the already heavily congested railroads. Coal had to be carried over long rail hauls to distant cities. Terminals became congested and loaded coal cars blocked all the sidings. It took far more cars over longer hauls.

The coal situation was aggravated by other troubles. The high price of coal caused many banks or surface mines to be opened and each owner clamored for coal cars. The number of sidings to which coal cars, if only one, had to be delivered daily doubled on some of the coal roads, but this did not mean more coal; it meant slower loading. Strikes occurred and, as is always the case, suddenly increased wages led to curtailment of output. The quantity of coal per miner declined. Supplies of coal had not been laid in last summer. Then came the early and intense cold.

Already congested with east-bound freight for export, food, munitions, the railroads tried to assume along the Atlantic coast the enormous coal tonnage which formerly went by water. It was not a fall-down in regular traffic; it was inability to cope with an abnormal situation caused by the shortage of ocean tugs on this coast.

Thus were the German U-boats the cause of our discomfort. They will rejoice that it is so, but we rejoice that if we have been inconvenienced, it is because our tugs are helping overcome the U-boat menace which was to bring the world to its knees before Germany, last summer.



# THE WORLD'S GREATEST PORT

[The effective use for America and for our troops and the allied cause of the Port of New York is just now the most vital single problem in the field of world transportation. At our request, Governor Whitman, of New York, and Governor Edge, of New Jersey, both of whom are taking a great part in the plans for port improvement, have made statements for the REVIEW OF REVIEWS which follow herewith. The chief port executive under the Government is Mr. Irving Bush, and he has also responded to a similar request in the interest of our readers.—THE EDITOR.]

## I.—THE PUBLIC'S INTEREST

BY THE HON. CHARLES S. WHITMAN, GOVERNOR OF NEW YORK



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GOVERNOR WHITMAN, OF NEW YORK

**T**HE necessity for the establishment of a definite port policy and plan for the future is most graphically demonstrated in the present congestion of the commerce of the Port of New York. While the necessity for commandeering by the National Government of railroad terminals and port facilities proves, beyond argument, the desirability of co-ordination in such facilities, in order to secure the greatest capacity, efficiency and dispatch, it must be borne in mind that the future development of the port after the war must be planned now in order that provision may be made for the great volume of supplies and reconstruction material which will be forwarded through the ordinary channels of commerce, as well as to provide

for an active campaign for the expansion of our freight commerce following our entrance upon the high seas with a new and highly augmented American Mercantile Marine. Likewise the commerce of the port will be considerably enlarged by the increasing use of the Panama Canal, the use of the New York State Barge Canal (now approaching completion) and the construction of the various links of the Intra-Coastal Canal System.

The particular interest of the public in a future plan for development along wise and far-sighted lines lies in this: that commerce is the most important single factor in the growth and prosperity not only of the City of New York and adjoining cities in New Jersey, but also of the States of New York and New Jersey, as well as of the entire nation. The high cost of living is increased every time an increase is made in the cost of transportation.

Apart from the diversity of governmental sub-divisions, the railroad terminals have been developed by eight principal railroad systems, each of which has built for its own distinct uses a separate port and terminal. With governmental control of the railroads and pooling of their business, there disappears the last and principal objection which they have advanced to the consolidation of these terminals, namely, their desire to secure business independently by competition of facilities and service.

While many reports and studies have from time to time been made on various projects for the development of New York port facilities, no general study has ever been made leading up to a comprehensive plan for the development of port and terminal facilities for the entire metropolitan district.

It is of prime importance that such a

plan be prepared and with that object in view a joint commission, known as the New York-New Jersey Port and Harbor Development Commission, was created last year by the Legislatures of New York and New Jersey. The members of the commission are William R. Willcox, chairman; J. Spencer Smith, vice-chairman; Eugene H. Outerbridge, Arthur Curtiss James, Frank R. Ford and DeWitt Van Buskirk. Major General George W. Goethals is the chief consulting engineer. The commission is actively at work and has held conferences with the presidents of the trunk line railroads and with representatives of shipping, lighterage and warehouse businesses, together with engineering and legal experts of New York and other cities.

Upon the initiative of the commission and at the request of both governors, the President of the United States established a war Board for the Port of New York, comprising the Secretary of Commerce, Secretary of Labor, Secretary of War, Secretary of the

Navy, Secretary of the Treasury, chairman of the United States Shipping Board, a representative of the Railroad War Board and the members of the commission.

In conjunction with the War Board, the commission has been active in assisting the Federal Government to secure the use, in connection with supplying the Army overseas, of the Newark port terminal, Hoboken docks, Bush Terminal, North River Manhattan piers, etc., and their co-ordination by rail and water facilities.

The time will come when the question will be asked what can best be done progressively to provide facilities at New York for the great increase in commerce seeking this port. Without a carefully studied and complete plan, viewing the development of the port as a whole, great injury to the two states, to the cities in the Metropolitan District as well as to the country in general, might easily result from proposals dictated by selfish or sectional interests or conceived without due regard for the larger interests involved.

## II.—A GIGANTIC FREIGHT TRANSFER

BY THE HON. WALTER E. EDGE, GOVERNOR OF NEW JERSEY

**T**HE neglected possibilities of the Port of New York could not fail to suggest themselves to farsighted statesmanship. It was inevitable that its development should be eagerly sought by State government, a function of which is to nourish and capitalize public resources as well as to solve social, economic and political problems.

Observation of the Port of New York shows growth, not as a result of systematic intelligent development, but in spite of the lack of such development. Enterprise has been individual. Constructions and extensions have been according to a variety of ideas. There has been no general, uniform plan of improvement. Consequently, efforts have been largely at cross purposes and frequently added to the congestion and we have only scratched the surface of our commercial possibilities.

It was for the purpose of coördinating these efforts through the adoption of a uniform plan of port development that New Jersey sought the coöperation of the Commonwealth of New York to act jointly in the institution and financing of a managing commission. I have no doubt that this Com-



GOVERNOR WALTER E. EDGE, OF NEW JERSEY

mission will eventually acquire all valuable commercial waterfront of the Port, particularly on the New Jersey side, not with the idea of dispossessing present holders but

merely to gain title in order that waterfront improvements may be along those uniform lines insuring a maximum of waterfront facilities. In the meantime the land would be leased to present occupants under terms imposed for the future which would provide for revenue, received either as rental or tax, being based on the increased commercial value of the waterfront as uniformly improved under public ownership. First cost of developing natural assets is merely an investment that must bring rich dividends in public revenue and human benefits.

Relief from traffic congestion will come about through systematization of freight handling quite as much as through enlargement of waterfront facilities. This is another problem for the States to solve in their joint endeavor supplemented by Federal aid when necessary.

Why should New York be congested with freight shipped from other points and consigned to the West? Why should manufactured articles bound to New Jersey and the South from points east, or raw material bound from the South to the East pass through New York and needlessly paralyze that city's arteries of commerce, badly needed for its own rapidly expanding business? Why should New York business be compelled to depend on slow and uncertain river transportation or the limited individual facilities of competing railroad lines?

Plainly the remedy lies in a clearing house for shippers and consignees on the Jersey meadows. This would be nothing more than a gigantic freight yard, reached by all of the railroad lines entering New York through connecting railroads and linked to New York by traffic tunnels. Then we should have a "Manhattan Transfer" for freight only it would be a point of sorting and transfer for the freight of all railroad lines. Goods consigned to New York would go to New York via the tunnel and goods consigned elsewhere would go to destination by the most direct route. Likelihood of congestion at the Port would be reduced to a minimum; the carrying capacity of railroads would be automatically increased without any corresponding increase in equipment; and the chances of transportation paralysis like that resulting in the recent fuel famine would be materially lessened. It is a perfectly feasible solution, businesslike and practicable.

No better time could be chosen to effectuate these improvements than now when the Federal government has taken over control

of all railroads and the joint port commission has one railroad unit to negotiate with instead of eight. Heretofore, with eight railroad systems passing through New Jersey into New York and the natural and legal obstacles attending any pooling of interests such as would be required in order to have freight converged at a common destination, the task would have been far more difficult.

Under some conditions, laws aimed to prevent monopoly and unsafe combinations of business interests are wise and necessary; under others, they appear to foster much duplication of effort, waste and lack of system in the name of open competition. At any rate, the present opportunity to moderate unbridled competition and mobilize our transportation lines into a commercial force of maximum power is timely. Neglecting to grasp it, we fail in our duty.

War was not in mind at the time that New York and New Jersey formed their partnership in the interests of the Port. Its coming has served to emphasize the importance of the undertaking. If increased commercial prestige and greater economy in freight transportation made additional port facilities desirable in times of peace, the abnormal demand upon our transportation lines and other traffic arteries for the speedy movement of men, food and fuel, has made them a positive necessity in time of war. Causes of congestion must be removed at once. Industry and commerce must be speeded up to maximum. Our war must be a one hundred per cent. war in business activities at home as well as in military activities in fields afar. Obviously, the Port of New York, the greatest national asset of its kind, provides a fertile field for operations.

Undoubtedly the Federal authorities shared this view when they constituted the New York-New Jersey Port and Harbor Development Commission, together with certain other officials, the War Board of the Port of New York and provided that Federal funds to prosecute the war through improvements in and about the Port should be expended through this Board. Recent events, in fact, have shown that the joint action of New York and New Jersey in respect to the national value of capitalizing the great port asset was indeed almost prophetic. Through it as the National Gateway we march not only to the zenith of our fighting power in time of war but also to the pinnacle of commercial and industrial success in times of peace.

### III.—ORGANIZING NEW YORK'S PORT FACILITIES

BY IRVING T. BUSH, CHIEF EXECUTIVE OFFICER, WAR BOARD

A CONFERENCE held at the office of the Secretary of War, followed by another conference at the office of the New York-New Jersey Commission, resulted in the creation of the War Board for the Port of New York, consisting of the Secretary of the Treasury, the Secretary of War, the Secretary of the Navy, the Secretary of Commerce, the Secretary of Labor, the Chairman of the United States Shipping Board, the American Railway War Council, the New York-New Jersey Port and Harbor Development Commission, and the Mayor of the City of New York.

The executive council of the War Board consists of representatives of all these departments and agencies, together with representatives of the Interstate Commerce Commission, the Public Service Commission for the City of New York, and the Public Utilities Commission of New Jersey. Secretary McAdoo was made chairman of the Board, Mr. Willcox was made Vice-Chairman and Mr. Julius Henry Cohen (counsel for the New York-New Jersey Commission) Secretary and Counsel of the War Board.

On account of the increased duties put upon him as Director General of Railroads, Mr. McAdoo resigned a few days ago as Chairman of the War Board and Mr. Edward N. Hurley, Chairman of the United States Shipping Board, was elected in his place. The War Board did me the honor of selecting me as Chief Executive Officer, and charged me with the duty of administering these Federal, State and local powers as they should from time to time be granted to me.

By a strange coincidence General Goethals, the consulting engineer for the New York-New Jersey Commission, was recalled into military service by the Secretary of War and the Embarkation Service was put entirely under his control. By his direction, I was made Director of the harbor and terminal facilities at the Port of New York as a part of the Embarkation Service of the War Department.

In accepting the office of Chairman of the War Board, Mr. Hurley writes: "I be-

lieve that the plan of organization whereby Mr. Bush, the Director of Harbor and Terminal Facilities, will report direct to the War Department is sound. General Goethals having complete charge of the Embarkation Service will be in close touch with Mr. Bush, and Mr. Bush will therefore be under the direction of General Goethals."

With the powers of the War Department in close coöperation with the United States Shipping Board and the State and local authorities, the work of the War Board is certain to have a very marked effect upon the speeding up of this part of our national war machinery. The loading and turning about of ships is one of the four links in the chain of transportation to the other side; the other three being the railroad link on this side, the steamship operation across the ocean, and the railroad service under General Atterbury on the other side.

To make the operation of the terminal link in this chain more effective, the War Department commandeered the Bush Terminal property at South Brooklyn—not entirely to my personal comfort or the comfort of the customers of the Bush Terminal Company. There will be established thereby a central concentrated war base at the Port of New York for the Embarkation Service of the War Department. With the increase in the demands upon us for man-power and equipment upon the other side more facilities may be required. Mr. Benjamin F. Cresson, Jr., assistant consulting engineer of the New York-New Jersey Commission, is associated with the War Board in its work and I am also keeping in close personal touch with the New York-New Jersey joint Commission.

Of course the first thing to do is to win the war, and to use the port agencies as a war line. We must not forget, however, that the Port of New York is, in peace times, the agency through which eighty per cent. of the commerce of the country passes. The present crisis in the Port, and its reaction upon the entire country serves but to emphasize the importance of modernizing and increasing its facilities.

# NEW YORK CANALS A TRANSPORTATION RESOURCE

BY M. M. WILNER

**D**URING the special session of the New York Legislature last August resolutions were adopted reciting the great importance of transportation as a factor in the war and calling the attention of the President and officials of the United States Government to the availability of the canals of New York State. The Federal Government was urged to take such measures as would result in the building of a suitable number of canal barges for the season of 1918.

The resolutions were transmitted to the President by Governor Whitman, and the problem of bringing the canal system of New York State into effective use as an aid in handling war traffic has since been under consideration both at Washington and in New York.

Fourteen years ago the people of the State of New York voted to appropriate \$101,000,000 to rebuild and enlarge the canal system of the State. The work has dragged somewhat, but the State Engineer and Surveyor has at last been able to announce positively that the entire system from New York to Buffalo on Lake Erie, to Whitehall on Lake Champlain and to Oswego on Lake Ontario will be completed and ready for use for the season of 1918. The original \$101,000,000 authorized has grown to \$154,800,000 actually spent or contracted to be spent, of which \$19,800,000 has gone for terminals. This is due to the inclusion in the project of the Cayuga and Seneca Canal, connecting with the lakes in the central part of the State, to the enlargement of the locks from a contemplated width of 28 feet to a width of 45 feet and to the increased cost of labor and materials during the long period that the canal has been under construction.

As a consequence particularly of the enlarged locks, however, the canal, which was originally planned for barges of 1000 tons, will be able to carry barges as large as 2000 tons, and with close calculation it will be possible to handle a barge of a capacity of 2800 tons. Only the boats are now lacking

to enable this system of waterways to transport fully 10,000,000 tons of commerce a year between tidewater and the Great Lakes. Some enthusiasts say that it can carry 20,000,000 tons.

The importance of this transportation route at the present time, when the war has created such extraordinary demands, is apparent from this bare statement of its capacity. The President of the United States has taken control for the Federal Government of all the railroads of the country because of the hopeless congestion of freight under the management of independent corporations. The railroads are literally swamped by the demands of the war. A high railroad authority has said that after the railroads have operated up to 100 per cent. of their possible efficiency there will still remain 15, 25, 30 or possibly a greater percentage of traffic which they will be utterly unable to haul. The New York canals present an almost unused transportation resource which can take care of a large part of this surplus.

Reduced to terms of coal—the commodity in which the public is most interested at the moment—the proposition figures out about like this: A standard steel-hopper coal car carries 50 tons. A 2000-ton barge would be the equivalent of 40 such cars. The season capacity of the canals would equal the movement of at least 200,000 of them. The Lehigh Valley Railroad, one of the greatest of the coal carriers, does its business with about 40,000 cars and transports from 15,000,000 to 20,000,000 tons of coal a year.

## IMPORTANCE AS GRAIN CARRIERS

The canals have a still more direct application to the problem of grain transportation. The bulk of the grain for the Eastern and export markets is brought down the lakes by steamer. Formerly much of it was forwarded to tidewater by canal. Reckoning the exports of wheat at 200,000,000 bushels a year, which reduces to 6,000,000



tons, the improved barge canal could take this traffic entirely off the hands of the railroads without using one-half its capacity. Twenty years ago the railroads fought for the grain trade. To-day, under the strain of war demands, they should be glad to be relieved of it. Whether they are or not, the national interests demand that no railroad energies be wasted in carrying produce which can be as easily and more economically transported by water routes. And the canals cannot only release the railroads to a great extent from the necessity of carrying grain, but they should be able to reduce the cost of haulage sufficiently to have an appreciable effect on prices. That is an important consideration in these days of high cost of living. Freight transportation by water is always cheaper than by railroad; and canals, owing to the low cost of boats and the small amount of labor required to operate them, afford, under proper organization and regulation of transfer charges, the cheapest form of water carriage.

This is well recognized in Europe, particularly in France and Germany, where the canals have been of the greatest importance in keeping up war efficiency, and the governments, despite the demands of the war, or perhaps because of those demands, have been improving and extending them. Since the war has been going on, the little kingdom of Bavaria has voted \$155,671,000 as its share of the cost of the proposed Rhine-Danube canal.

#### EQUAL TO THE RAILROADS IN SPEED

The old idea that canals are suited only to slow-moving and heavy commodities must be revised in speaking of the new barge canal. Boats will be able to travel ten miles an hour in river sections, which include virtually the entire distance from New York to Oswego and about two-thirds of the distance to Buffalo. In the canal channels a speed of six miles an hour can be permitted. The Superintendent of Public Works, Gen. W. W. Wotherspoon, thinks it possible that a fleet of boats can make the round trip between New York and Buffalo in a week. Many rail shippers would be elated if they could see their cars going through in as good time as that.

#### GOVERNMENT CONTROL OF BOATS

It is nowadays quite impossible to do a successful transportation business under the old system, in which each boat was an independent unit under its individual owner, who was usually its captain. Shippers demand uniform schedules of rates and regular time schedules in the movement of traffic. They demand responsibility on the part of carriers, so that compensation may be collected if goods are damaged in transit. Organization and control are necessary to obtain these advantages. The canal is open to individual and corporate enterprise to whatever extent they will use it. Big manufacturing and mining industries within reach of it already are building or are planning to build boats for the transportation of their own products and materials. It has, however, been thought most consistent with the spirit of the enterprise and the special needs of the time that the United States Government should be asked to provide a fleet of from 300 to 500 barges, varying from 600 to 2500 tons' capacity, with which to assure the promptest and most efficient utilization of this transportation resource. The Government could do this either directly or through a corporation under its control.

#### NEED OF PUBLIC FUNDS TO BUILD BARGES

The barge canal is, next to the Panama Canal, the greatest experiment in public ownership of transportation systems that has yet been tried in this country. Public ownership, or, at least, control of the actual carriers as well as the channel, is an attractive idea to many. The canal must deal largely with interstate commerce, and the Federal Government can assure the maximum efficiency in its use better than can the State or private individuals and corporations.

The sum needed to build these boats would be from \$3,000,000 to \$5,000,000, according to the number built. It has been proposed that Congress grant \$200,000,000 to provide new rolling stock for the railroads now under Government control. One-fortieth of this amount, invested in canal barges, which would require but three or four months for building, would bring results nearly equivalent to the construction of a new trunk-line railroad.



ARRIVAL AT MINNEAPOLIS OF A BARGE SHIPMENT OF PLOWS FROM MOLINE, ILL.—THE FIRST IMPORTANT CONSIGNMENT OF RIVER FREIGHT RECEIVED AT THAT POINT IN FIFTY YEARS.

(In modern river navigation barges, adapted to the freight which they are to carry and to the channels in which they are to be used, are picked up, dropped off or towed in groups from place to place by powerful tow boats in a manner similar to that in which cars are handled by locomotives)

# RIVER NAVIGATION

A WAR MEASURE THAT IS LIKELY TO PROVE OF PERMANENT VALUE

BY W. F. DECKER

**T**HE congested condition of traffic has not only made it necessary for the Federal Government to take over the operation of the railroads, but has made it seem wise for the Shipping Board to set aside \$3,360,000 for the construction of barges and towboats for use on the Mississippi River. While this is a war measure for the purpose of expediting the movement of iron ore, coal, and other material needed in the execution of war-time contracts, it is likely to have an abiding effect in the way of reviving general river navigation.

Many have said in the past that it was useless to attempt to rehabilitate a system of transportation which they claimed was long ago discarded because it was found to be too irregular, too inconvenient, and too slow to meet present-day requirements. It is easy to understand why river navigation has declined, but a study of new conditions indicates that this form of transportation is bound to revive in this country, as it has in Europe—not in competition with railroads in country-wide distribution, but as a valuable auxiliary to rail traffic, wherever natural conditions favor.

There is not a city in the country to-day with a population of 300,000 and upwards that is not located on navigable water. This indicates that cities so located, when navigation was practically the only means of

transportation, continued to flourish and finally outstripped others that were dependent entirely on rail transportation. In some cases this has been only a potential advantage that has insured low rail rates, but in most cases the waterways have been of direct advantage as actual carriers.

## WATER TRANSPORTATION VERSUS RAILROADS

As country-wide distributors, able to load and unload at mill or warehouse, and with conveniences for interchange of traffic, railroads have enjoyed a tremendous advantage over waterways in general commerce. Having, as the best system of general transportation, attracted capital and built up business, it was quite in accord with the spirit of the last few decades for the railroads to endeavor to control all interstate transportation. It was not uncommon for railroad companies to buy up steamboat lines and water fronts, to refuse to exchange freight with water carriers, and to make trouble for customers who divided shipments with river lines during seasons of navigation.

Poor channels and varying stages of water have caused irregularities in service; while poor terminal facilities and old-fashioned methods of handling have caused damages and delays, very annoying to shippers and receivers. Joint bills of lading could seldom be secured. Shippers who divided their



**A TOW OF COAL BARGES ON THE UPPER MISSISSIPPI**

(Six Government barges towed by the Government steamer, *Nokomis*, and loaded with 3500 tons of mine run soft coal from West Baden, Illinois, thirty miles from St. Louis, arriving at St. Paul, Minn., August 13th, fourteen days after leaving St. Louis. Conditions not usually encountered delayed the barges about four days, demonstrating the trip can be easily made in ten days)

traffic between rail and river lines often found it difficult to get cars when they most needed them. A slightly lower river rate was not generally considered a sufficient advantage to offset these delays and disadvantages.

But a new state of affairs has arisen.

Our railroads are now being operated by the Federal Government, and water transportation is being recognized as a helpful ally wherever it is possible to divert a portion of the traffic of the country to the waterways and thus leave the railroads open to such traffic as can be handled more advantageously by them.

#### THE GOVERNMENT'S NEW ATTITUDE

The attitude of the Federal Government on the question of providing facilities for general water transportation was not long ago stated by Congressman John H. Small, Chairman of the Committee on Rivers and Harbors, of the House of Representatives, in a letter to the Hon. Newton D. Baker, Secretary of War. Mr. Baker sent this letter, with his own hearty endorsement, to all engineers in charge of river and harbor improvements throughout the country. After stating that it is the established policy of the Federal Government to make provision for meritorious projects in the way of channel and harbor improvements, wherever additional facilities are provided by municipalities, corporations or individuals, it is declared that such action on the part of local authorities justifies the Federal Govern-

ment in continuing appropriations for channel and harbor improvements. These additional facilities and requirements of the Federal Government are laid down as follows:

First, there must exist a demand for the movement of products.

Second, there must be water terminals constructed in accordance with appropriate plans. These terminals require ample water front and capacious warehouses. They should be physically connected by a belt-line railroad with the railroad or railroads serving the community, and one or more good highways should radiate therefrom. They should be equipped with modern appliances for transferring freight between the water carrier and the warehouse and the rail car in the cheapest and most expeditious manner. These terminals should be constructed by the municipalities or other agencies of the state and maintained and regulated for the service of the public. The size and cost of such terminals will vary according to the population and the financial ability of the community to be served and the volume of the traffic which exists.

Third, there must be one or more established lines of water transportation with sufficient capital, the requisite number of carriers, and a complete traffic organization.

Fourth, there should be a complete coördination between the water transportation lines and the railroads, and a pro rating of traffic as to through rates between the water carriers and the rail carriers such as now exists between the several lines of railroads, to the end that each may complement the other and be jointly dedicated to the service of the public.

The committee submits that water carriers must be organized and maintained by individuals, corporations, or other local agencies. It may be substantially stated that Congress may only improve for purposes of navigation the capacity of the harbors and the channels of the interior waterways.

# SHIPMENTS OF COAL AND IRON BETWEEN ST. LOUIS AND ST. PAUL

The conditions which were largely responsible for the recent action of the Shipping Board were as follows: A manufacturer in St. Louis, who had important Government contracts for war material, was hindered in his work because of delays in rail shipments of iron ore from the Minnesota mines. The cities of Minneapolis and St. Paul were, at the same time, suffering from a shortage of coal needed for manufacturing and heating purposes. The nearest reliable coal supply for Minnesota is in southern Illinois, and usually involves a rail haul of about 600 miles. But, since the rail lines are paralleled nearly all the way by the Mississippi River, it was deemed feasible to use open barges for shipments of coal up stream and iron ore down stream. The Government offered the use of some open barges and tow-boats, belonging to the River Improvement fleet, for use in this emergency. Though many delays were experienced from one cause or another, a shipment of 3500 tons of coal was finally made to St. Paul, and the barges were then loaded with iron ore, directly from the train after a short rail haul, and towed to St. Louis.

Earlier in the season a shipment of several barge loads of plows was successfully made from Moline to Minneapolis, but as these barges, also loaned by the Government, were not supplied with deck houses and no iron ore was then available, they were returned to Moline empty.

## LOWER FREIGHT COSTS

These tests have not only resulted in the appropriation of over \$3,000,000 by the Government for the development of river traffic, but have confirmed the claims, all along insisted upon by advocates of water transportation, that the cost of freight movement by water is much cheaper than by rail, whenever the points of origin and destination of freight are connected by good channels and proper handling facilities are provided at the terminals.

Moreover, it has been shown that with convenient rail connections, and genuine co-operation on the part of the railroads, a combined river and rail haul may often be employed to advantage as compared with an all-rail haul.

As to time required in making shipments by river as compared with rail—wherever a dependable and well-lighted channel exists barges often make a better average daily mileage than cars, which, in times of congestion, are often hung up on side tracks while the barges are not subject to such delays. Small shipments and local stops, which it is assumed will continue, can be taken care of, as in the past, by the old-fashioned steamboats.

## A LESSON FROM GERMANY

Much as we may dislike the idea of copying the Germans, we must admit that they are efficient, and we know that they must find it necessary to delay every possible form of internal improvement until after the war. But, not long ago, it was learned that a plan for an artificial channel to connect the upper reaches of the Danube and the Neckar, a branch of the upper Rhine, is to be carried out at once as an important step in their attempt to develop the Pan-German idea. This will give a continuous waterway between the North Sea and the Black Sea, of about the same length as the Mississippi, from Minneapolis to the Gulf of Mexico, but having much less water and a much more difficult channel in its middle reaches than our own great river.

When we take into consideration the great navigable branches of the Mississippi, the numerous flourishing cities on its banks, and the fact that its valley contains a very large proportion of the most fertile land in the United States, we realize that it far exceeds in importance any river system in Europe. We have many other river systems important as freight carriers to the sections they can serve.

There is no reason why those parts of our country favored by natural waterways, which it is the fixed policy of our Federal Government to keep open to traffic, should continue to depend as exclusively as they have in the past on the overburdened railroads.

In the language of General William M. Black, Chief of Engineers of the United States Army, and Chairman of the Water Transportation Committee of the Council of National Defense: "Not one pound of freight should be shipped by rail that can be shipped by water."

# BALANCE OF POWER BY DISARMAMENT.

BY JOHN R. COMMONS

(Professor of Political Economy, University of Wisconsin)

**P**RESIDENT WILSON'S fourteen essentials of peace are democracy's demand for a new kind of balance of power. No secret diplomacy; national armaments reduced to the lowest point consistent with domestic safety; an association of nations to guarantee the independence and territory of great and small states alike—these three are the Constitution of Permanent Peace. The other eleven are legislative statutes to dispose of the immediate issues of the present world war.

Compare this new constitution with the old one. The old was Balance of Power by competitive armaments, by secrecy and by sudden conquest. The new is Balance of Power by Disarmament, by Publicity and a Parliament of Nations.

What shall be the powers and authority granted to this parliament of man? Shall it be a sovereign power that levies taxes and supports an army and navy, or shall it be a balance of power that protects the sovereignty of each of its members?

The thing that forced unprepared America into war was Germany's attempt to overthrow the balance of power in Europe. About every hundred years some power of Europe makes this attempt. First it was Spain that nearly conquered the world. Then it was France and Napoleon. Now it is Germany. Always England's sea-power stood in the way.

North and South America are free today because Europe was divided among equal powers. It was the balance of power in Europe that forced England to let go the Thirteen Colonies, forced Spain to let go America from California to Patagonia, forced France to let us have Louisiana and the West beyond the Mississippi, forced Europe to respect the Monroe Doctrine, and will force Germany to let us alone.

Complacently we looked on and gathered in Europe's untenable colonies, and grew big and prosperous while Europe fought or

armed herself for fight. Now we, too, fight in Europe because Germany's submarine is destroying the world's merchant marine and is building world empire on the ruins of the world's balance of power.

But we fight not for the old *kind* of a balance of power. Wilson's new balance of power is now addressed to the democracy of Russia, and to the democracy of every nation. It is democracy's ultimatum, not only to the rulers of Germany, but to the rulers of the Allies. No more secret diplomacy. No more competitive armaments. A permanent parliament of nations to protect great and small states alike.

Can Wilson and America do it? Can we make dismembered Russia understand? Can we get beneath the diplomacy of Europe and unite the democracies of Germany, Austria-Hungary, Great Britain, Italy, and Japan? Can America make the world permanently safe for democracy?

Two things stand immediately in the way. The nations have been compelled to arm themselves because Germany would not consent to disarmament. Even despotic Russia, twenty years ago, proposed disarmament, but Germany vetoed it. England, some ten years ago, proposed reduction of navies, but the Kaiser and autocracy would not even talk about it. No great nation could for a moment think of voluntary disarmament while Germany was piling up her armaments. This means peace with victory. If autocratic Germany is disarmed, then the others can and must disarm. If Germany is victorious, then we must be permanently armed against a sudden attack, and cannot even talk about disarmament.

But this is not enough. None of the nations will agree to disarm, and none will forego secret treaties, if there is left a chance that one or more will again arm himself. The secret treaties or understandings of England, France, Spain, Italy, Portugal, Japan, have been made either in view of



Germany's preparation for war or after she had declared war. This war might be settled by universal disarmament, but what is to prevent any nation—Germany, Japan, Great Britain—from starting in again to strengthen its diplomacy by getting ready for another war?

In the words of President Wilson addressed to the Senate a year ago, "Who will guarantee, who can guarantee, a stable equilibrium" in the face of competitive armaments, secret diplomacy, and sudden conquest?

To answer this puzzling question is to draw up the constitution for the new parliament of man. What shall be its powers and its authority? Every democracy must know how far we intend to go and to what we shall commit ourselves through our delegates to the coming peace congress—the Vienna Congress of the twentieth century.

Up to the present time the constitution of this new parliament has been an academic question. Wilson has made it the vital question for the statesmen of the world.

These academic solutions, with their many varieties, seem, in their ultimate tendencies, to resolve themselves into two. One is to set up a High Court of compulsory arbitration with an executive to enforce its awards by an army or navy—in effect, to substitute a World Republic for a World Balance of Power. The other is to require any nation before going to war to submit the question to its people—in effect, to substitute democracy for autocracy.

### *A World Republic*

The first proposal is based on the well-known fact that, while we have a loose international legislature which has met at The Hague in recent years, and has adopted rules of war and neutrality, and has especially endorsed the treaties and rules that protect the neutrality of small nations like Belgium and Switzerland, yet this international legislature has no army or navy to enforce its rules. They are called "international law," but they are merely recommendations—scraps of paper.

This is true. Some forty nations, including the United States, at The Hague conference of 1907 agreed to respect the neutrality of all nations, as then recognized by existing treaties. But when Germany violated Belgium's neutrality no nation except England came to the defense of this rule of international law, because no nation except

England was directly interested, for its own defense, in protecting this scrap of paper. It was the *moral duty* of some forty other nations to come to the defense of Belgium, because they had joined in The Hague conference which jointly endorsed that neutrality. But it was *not their legal duty*, in the sense that they could be compelled to defend Belgium.<sup>1</sup>

So, the proposals of a League of Peace, or a High Court of Arbitration, or compulsory arbitration, and so on, in order to be effective, lead up to, or look forward to, some kind of a world republic or federation of states with a world executive, able to compel all nations to come to the defense of international law. They would convert the moral duty of nations into a legal duty.

This is exactly the difference between national law and international law. A national law is backed by the power to raise taxes, which is the power to compel every section and every person in the country to contribute to the expense of police, army and navy to enforce the law.

But international law is left to be enforced only by any nation or alliance of nations that is sufficiently interested in its own protection to come across and help enforce the law. In short, a national law is enforced by sovereign power—it creates a legal duty; an international law is enforced by balance of power—it creates a moral duty.

Of course, the decision between these two methods of enforcing law is already made. There will not be a world republic nor compulsory arbitration any more than there will be a world empire. There will be, for at least as many years ahead as we can see, only a world balance of power among independent empires, kingdoms and republics. This means that each nation will go on making alliances with other nations as it sees fit when the time comes, and no nation will feel compelled to live up to international law, if it does not want to and can get enough power and allies to defy the other nations. The practical question is not, how to abandon the balance of power, but how to use it.

### *Democracy and War*

The other proposal, which in its extreme form provides that the people of every nation should vote by referendum for and

<sup>1</sup> It was not even the moral duty of the United States, since our delegates had filed memorandum stating that our participation in the Hague conferences should not be construed to require us to interfere in the affairs of Europe.

against war before war is declared, looks to democracy, instead of autocracy and secret diplomacy, to prevent wars.

But shall we say to Germany, "You must agree that the people shall rule"? The main point where we are particular about their power to rule is this business of going to war. "The only way you can satisfy us that the people actually rule on this point is by changing your constitution so that the people or the Reichstag shall vote for or against declaring war, and by agreeing to hold back on war if your people vote against it. If you will agree to do this we will agree to do the same, and will insist that all of the other warring powers agree to it."

From what we know of Germany, she would agree at once. She is a good promiser. But her promises are scraps of paper. The real thing is power. Power is above law and can always justify itself by necessity. Majorities change. Germany could always set aside even her constitution if she claimed that she was about to be invaded.

Then, besides, in order that we may know for sure that Germany both accepts democracy and keeps it in power, we should need to set up a board of canvassers of elections in Germany, and count the vote and get out the voters and prevent intimidation—in short, occupy and govern Germany.

But, further, to have kept Germany out of war the people or the Reichstag should have voted in 1913 against the military budget that appropriated money for war preparation.

And this is not enough. Preparation for war looks five or ten years ahead. England sees that Germany in ten years will have, say, twenty more battleships. So England plans to have forty. If the people are to rule, then we must see to it that it is really the people who vote and that they vote every year on the amount of money to be spent that year for military purposes.

No. If we start out on the theory that we must have democracy in order to prevent war, we end practically at the same place as when we start on the theory that we must have a world republic to prevent war. We must compel every nation to be a complete democracy, and this can be done only by a world republic that can guarantee, as does the Constitution of the United States, that every State shall have a "republican form of government."

### *Disarmament*

Balance of Power differs from a world federation, or world republic, in that its power is *negative* and not *positive*. It tells each nation what it *shall not do*, not what it shall do. It does not order a nation to be a democracy. It tells it what it shall not do even if it is a democracy. It does not order it to pay taxes. It tells it what it shall not do with the taxes paid. It does not order a nation to bring on an army or navy to enforce a law. It tells the nation not to have an army or navy.

The thing that we want nations not to do is to appropriate money for war purposes. We want universal anti-preparedness. This is disarmament—that is, limitation of armaments. And this is the amount of money each nation shall appropriate for war power.

When these nations get together to stop this war and settle the terms of peace, they should, after disposing of existing armaments, set a limit on the amount of money that each one shall appropriate or spend for war purposes. This means future limitation of armaments.

But this is not enough. We cannot be sure that each nation will limit itself to the amount allowed. And we know that conditions will change so that the next year, or the year after, or years ahead, different limits will have to be set. We know, too, that when the nations once separate after terms of peace are settled each nation can go ahead as it pleases and no nation can be called down unless the others frame up an alliance.

So, before these nations separate, they should stipulate, as one of the terms of peace, that they shall all meet again once each year, and shall each year agree on the *new limits of money* for that year which each shall be allowed to appropriate or spend for war purposes.

When they meet each year they should meet for this purpose alone. They may discuss anything they want to discuss—annexations, civil war, neutrality, international law, anything. But they shall act on only one thing—the limitation of money to be appropriated by each for military purposes. They can frame up any combinations or alliances they please across the table.

This vote is not a vote. It is an unanimous agreement. No nation is compelled to attend nor to agree. It can protest but still agree. It can withdraw if it does not agree. Two or more can form an alliance and withdraw together. But, if any nation

does not attend or does withdraw, it gives notice of just one thing: it *intends to exceed the limits* set by the others on the amount of money it is going to spend for war purposes.

And this is not a declaration of war. It is just *timely notice* that it intends to declare war, or to force the others to declare it. It gives the others plenty of time to declare war on it before it can get ready.

The others can decide what to do at least a year, and indeed several years, before the offending nation and its allies, if it has any, can build ships and guns, get explosives or anything in sufficient quantities for modern war.

The others may decide to squeeze instead of fight. They may bear down or shut down on the money market; they may set up discriminatory tariffs; they may start all kinds of boycotts; they may, as President Wilson suggests, close the seas against the offending nation; a thousand and one kinds of pressure they could bring to bear if they wished and were able.

But these other methods of enforcing the limitation of armaments would all be handled outside the annual conference. Each nation is free to squeeze or fight, to do it alone or in alliance with others. Just one thing the annual conference can do as a warning to the nation that withdraws or is expelled. It can raise the limits on armaments for the other nations, if they feel that the squeeze is not enough and they must get ready to fight. But they will have plenty of time to do either.

There are not many details to work out in advance for this particular Parliament. The only essential thing is to fix a certain date when the conference shall meet each year and to designate the nations each year that shall meet the next year.

### *Secret Diplomacy*

The annual conference takes no action on any question except military expenditures. It may discuss other questions but not act upon them. They will all play their part in making up the final agreement. Annexations, colonies, tariffs, neutralization of canals and highways, treaties, concessions, spheres of influence—every one of the “stakes of diplomacy”—every one of these economic issues which drive nations to armament—will be discussed or not as they see fit. And every one of them will be indirectly affected by the vote that limits the

military expenses of any country interested in them.

In fact, this is the great thing to be accomplished by the annual conference on military expenditures. Every nation must show its hand. If it does not, the others may cut down its limit of expense, and then, if it withdraws or is expelled, it gives notice of what it expects to get by diplomacy, backed by preparation for war. If it does not withdraw and is not expelled, then it gets by diplomacy only what it gets by negotiation or arbitration without a threat of war.

The two go together. Secret diplomacy is hold-up diplomacy. Not, of course, those preliminary “conversations” where diplomats feel each other out, but those secret agreements whereby they commit their countries. Hold-up diplomacy is war or preparedness for war. Give the nations an equal voice in limiting preparedness, and their diplomacy must be open and voluntary. They may agree to conciliate or arbitrate their differences, if they find that they cannot get ready to fight.

Hitherto conferences of the nations have been called together at the end of wars, or when some one or more nations insisted on it, and there have always been obstacles and delays in getting together. But make disarmament a fundamental issue, and an annual conference for this purpose is inevitable. Secret diplomacy cannot keep secret when all the nations meet regularly to hold each other down.

### *Economic Issues*

But the actual negotiations on other issues are not conducted at the annual conference, except as they affect the decision on military expenses. Other and different and separate machinery and conferences will have to come forward in other ways, as they have in the past, for diplomacy, courts of arbitration or treaties. These other conferences and these courts of arbitration and international commissions of all sorts are essential and necessary. The conference on military expenses is not a substitute for them but clears the way for them.

It is much like the difference between committees in Congress or Parliament. The committee on labor, or commerce, or transportation, or any other subject, decides one thing, but the committee on appropriations decides how much money shall be allowed for that thing. One committee decides

what to do, the other decides how much or how little of it shall be done. They are the same people—members of the same House of Representatives—and so each committee acts in view of what it knows the other committee is going to do.

Of course, at the first conference—the one that terminates this war and settles the terms of peace—these other questions must be settled in the same instrument. Annexations, indemnities, neutrality, Constantinople, Turkey, colonies—all of the proposals that President Wilson and Lloyd George set forth—must be settled when disarmament is settled. The details will be difficult. Just one thing will clear the way to their solution, and that one thing must be settled first—disarmament. The American people will not stand for shutting up Germany's future expansion any more than for Germany's shutting up Russia, or for other countries to shut up America—*provided Germany is disarmed*. If the Peace Conference will work out a clincher that makes for permanent disarmament—that is, universal limits on armaments—then every other question will be approached in a conciliatory and confident spirit.

**Might is Right.** Money is the modern form of Might. An annual conference on the money limits of armaments would have more weight than any commissions, treaties, or neutralizations. And as for inducement to attend and participate, the interpretation of every existing treaty and the terms of every new treaty would turn on what this annual conference decides shall be the limits on preparedness for war.

### *Competitive Armaments*

Hitherto the balance of power between nations has been fought out *after* the money had been secured and spent for war purposes. Let it be fought out *before* the money is collected and spent, and it will be fought, if necessary, in courts of arbitration and conciliation—on "scraps of paper," not on battlefields.

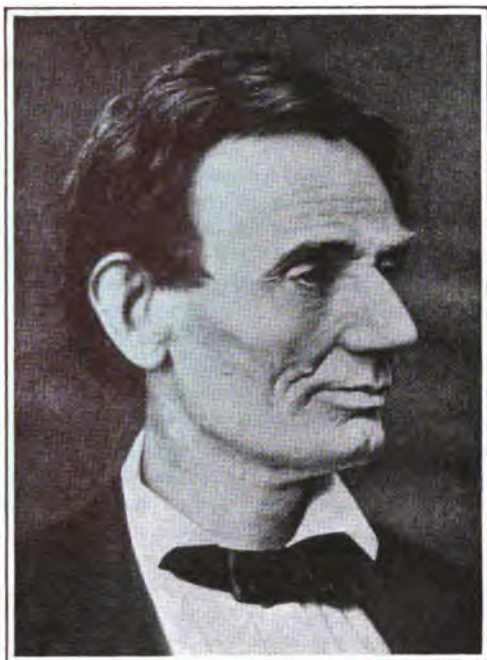
Like everything else, a necessary thing works badly because we do not know for sure that it is necessary and so do not fix it up so that it will work well. If we once give up the idea that a world power, or anything that looks like a world government or compulsory arbitration, can possibly take the place of a world balance of power, we

will then go after that balance of power and see what can be done with it.

We find it works badly because it works by competition. One nation starts preparation for war and other nations are compelled to follow. Let us then knock out competitive armaments—not by the socialistic idea of a monopoly of armaments owned by a world government—but in a way similar to that in which a voluntary association, like a trade union or a combination of merchants or manufacturers, knocks out competition—by expelling the member who violates the rules and then by boycotting him.

Hitherto there has been no recognized machinery for setting the limit at which all the world might know when a nation has become a menace to the others, and so of liberating them from their obligations to him. Let this limit be set, not at the very last hour of a crisis when the fatal decision is made in secret by the rulers who happen to be in office, but let the limit be set in advance. Let it be set at something that goes to the heart of every nation, and in such an assemblage of the nations that every one will take notice. This limit is, admittedly, the point of excessive preparation for war. Once disarmed, at the end of this war, let America and the other nations be in a position to set this limit. Then there will be a definite line that all will know. Any nation that goes beyond it is a recognized outlaw. Its treaties are annulled. Its money market, its foreign markets, its postal unions—any and all of its foreign relations are jeopardized. Other nations will then be warned in advance and liberated from obligations. We shall then be as near getting that nation to listen to reason and being reasonable ourselves as the independence and sovereignty of nations will permit.

Most of all, will American democracy consent to go further than this? All may agree on permanent disarmament, but all may not consent to be a party to an international commission governing the Dardanelles, or to bind themselves to furnish an army or navy to enforce neutrality. We may all move forward at once to the one great aim of all democracies—disarmament—but we may not all move forward unitedly to other aims. Others may come afterwards. Disarmament is the minimum—the one grand reason for the annual Parliament of Man.



ABRAHAM LINCOLN AS PHOTOGRAPHED IN 1860



GEORGE GREY BARNARD'S HEAD OF LINCOLN

## LINCOLN IN BOOKS AND IN BRONZE

**T**O-DAY far more is known and printed about the personality of Abraham Lincoln than has ever been widely known about the career of any contemporary leader of the English-speaking peoples. On each recurring anniversary of his birth (February 12th) we are able to look back over the preceding year and note important additions to our stock of knowledge concerning this man, so far as the printed word is an index of that knowledge.

The year just closed is no exception. In the December number of this magazine reference was made to the recently published

"Uncollected Letters" of Lincoln, containing many utterances of historical value that had never before appeared in print. That volume constitutes the chief contribution of 1917 to Lincoln literature. Nor should we omit mention of Miss Tarbell's revision of her two-volume "Life of Lincoln," including much new material, or of Alonzo Rothchild's "Honest Abe"—a portraiture of the early part of Lincoln's life. Just as we go to press with this number, there comes to hand "Latest Light on Abraham Lincoln," by Dr. Ervin Chapman, a survivor of those who knew the Great Emancipator in the flesh. This work, in two volumes, contains many anecdotes and a fine series of illustrations.

On the opposite page Dr. Philip W. Ayres writes of "Lincoln as a Neighbor."

While so much Lincoln material of one form or another is being written, compiled, and printed, it is natural that interest in Lincoln portraits should remain keen. The controversy over the statue by George Grey Barnard, presented to Cincinnati, has been continued during the year in connection with the presentation of replicas to England and France. At the top of this page we present the Barnard head in profile, by the side of a photograph by Hessler in 1860. The similarity of the two portraits is striking.



THE LINCOLN HOME AT SPRINGFIELD

(The house to which allusion is made on the next page)



# LINCOLN AS A NEIGHBOR

BY PHILIP W. AYRES

(Forester of the Society for Protection of New Hampshire Forests)

IT happened that my grandfather, Solomon B. Wheelock, lived in Springfield, Ill., on Eighth street, opposite the home of Abraham Lincoln. The children in the two families were playmates, and I have asked my mother, Mrs. E. J. Ayres, of Los Angeles, who was a girl of eighteen prior to Mr. Lincoln's election as President, to write out her recollections of the family.

It was during the Lincoln-Douglas debates, and especially after the Cooper Union speech, that the neighbors began to realize that they had in their circle not only a distinguished man whom they respected and loved, but also a great man. Mr. Lincoln had served several terms in the State legislature, had helped bring the State Capitol to Springfield, and had served one term in the House of Representatives at Washington. He earned his living in the practise of the law, and was regarded as a well-to-do citizen. He was at this time in his fiftieth year, but seemed younger.

My mother recalls the frequent picture of Mr. Lincoln going down the street, wearing his customary tall hat and gray shawl, leading by the hands both Willie and Tad, who were usually dancing and pulling him along. Always his thoughtful face was bent forward, as if thinking out some deep problem, yet he was responsive to the questions of the children. He often brought Tad home on his shoulders.

One evening Mr. and Mrs. Lincoln were to attend a reception at the home of Mr. Dubois, the State Auditor, a couple of blocks down on Eighth street. My mother was helping Mrs. Lincoln dress for the party. Willie and Tad came home from a candy-pull. They were smeared with molasses candy from head to foot. When they heard of the party they wanted to go, too. Robert, who at that time was planning to enter Harvard, was to stay at home with the little boys. Mrs. Lincoln said firmly that they could not go, whereupon the two boys set up a cry. Their mother was steadfast, and the boys were determined. They were kick-

ing and screaming when Mr. Lincoln entered.

"This will never do," he said. "Mary, if you will let the boys go, I will take care of them."

"Why, Father, you know that is no place for boys to be. When people give a party like that it is no place for children." By this time the boys began to listen.

"But," said Mr. Lincoln, "I will take them around the back way, and they can stay in the kitchen." He then talked to the boys about being good and making no promises that were not to be kept, and it was arranged that the boys should go if Robert and my mother should get them dressed. They were cleaned up, and in the haste Tad found his short trousers on hind-side before. At this he set up another storm, because he "couldn't walk good," which his father quieted by a wave of his hand and saying, "Remember, now, remember." When the little boys were ready, they went ahead with their father, not to the kitchen but to the full reception. With Robert Mrs. Lincoln followed, in a beautiful canary-colored satin dress, low neck and short sleeves, and large hoop-skirts, after the manner of the time.

At one time when Mr. and Mrs. Lincoln went together to one of the Lincoln-Douglas debates, Tad was left at the Wheelock home for a week. He was a restless child and very determined. He and Willie were both greatly interested in their father's election. "Vote for Old Abe" was their slogan, adopted from the campaign. Willie, who was a lovable child and his father's favorite, used to stand on the terrace of their house and urge passersby to "Vote for Old Abe." He was a pretty good speech-maker himself, and his boy companions, at the end of their parades, would call for "a speech from Willie" to which he would proudly respond.

Mr. Lincoln always took a thoroughly kind and human interest in all his neighbors. My grandfather was for several years an invalid. On returning from a trip Mr. Lin-

coln did not fail to "drop in for a chat with Mr. Wheelock." Sitting on the edge of the high porch, with his feet resting on the ground, he would talk over the political news of the day. The Lincolns kept one horse with a two-seated carriage, and were far from exclusive in its use. An old friend of the family, Dr. Wm. Jaynes, relates that one Mrs. Dallman told him how kind to her were both Mr. and Mrs. Lincoln when she was very ill. Mr. Lincoln rocked the cradle of her little child, and Mrs. Lincoln tenderly nursed the child at her own breast.

It was the invariable habit of Mr. Lincoln to be most considerate of Mrs. Lincoln. In the new and growing city it was sometimes difficult to get and keep a maid. At such times Mr. Lincoln would help freely in the kitchen. On coming from his office he would take off his coat, put on a large blue apron, and do whatever was needed. At such times the family used sometimes to eat in the kitchen. Happening in, my mother was once invited to share a kitchen luncheon, and vividly remembers Mr. Lincoln's large figure against the kitchen wall. To him the matter of food was always one of comparative indifference. When called to meals he came when he was ready, and seemed never just ready to come. Mr. Lincoln was not a garden man, and my mother does not recall ever seeing a hoe or a tool in his hand, except once when he was sawing wood in the back yard.

In the numerous political gatherings at Mr. Lincoln's house, Mrs. Lincoln was a very great help to her husband. A lady of refined tastes, with large social experience, and with considerable political insight, she carried the social end of the campaign admirably. She used frequently to ask my mother to assist in passing the refreshments, a service gladly rendered. On Mr. Lincoln's return at the end of the Douglas debate, a few friends, including Mr. Hatch, Secretary of State, and Mr. Dubois, gathered to get the latest word. Mr. Lincoln was convinced that he would not be elected. With his chair leaning back against the wall, his long legs reaching the floor in front, an ungainly figure, his pale face showing the fatigue of travel, he ran his hand up through his long hair and said, "Boys, you can put in your best licks, but I am not going to be elected." There was a general protest. Mr. Lincoln repeated emphatically, "Boys, I am *not* going to be elected." No one agreed, but as

everybody knows he was defeated for the office of United States Senator.

At the time of the Presidential election great excitement prevailed in the town, with flag-raising and processions. This campaign appears to have marked the beginning of torch-light processions, and all the men turned out in the evenings, wearing oil-skin coats and carrying torches to march for Mr. Lincoln. When the news finally came assuring the election, Mr. Lincoln remarked, "There is a little woman up the street that will be much interested in this," and walked home to tell his wife.

It was reported that when Mr. Seward and the other political friends came down from Chicago to celebrate the election they brought their own wines with them. They proposed a toast to Mr. Lincoln with wine, but he said, "No, boys, water has been good enough so far," and he drank to their health in cold water.

After Mr. Lincoln's election as President and before he left Springfield, my mother called at his office to introduce my father. Several gentlemen were present. Mr. Lincoln was very gracious. Taking her hand in his large hand, which was always very reassuring, he said, "This is my little friend Delie, Delie Wheelock" [her name is Ardelia], and gave a few moments of undivided attention. It was this unfailing quality of genial friendliness to all whom he knew that endeared him to them, and left his indelible impression.

The next neighbor on Mr. Wheelock's side of the street was Dr. N. W. Miner, the Baptist minister, who later helped to secure for Mrs. Lincoln the needed pension from Congress. A sister of Mrs. Miner, Mrs. Shearer, was the most intimate friend of Mrs. Lincoln, although the Lincolns attended the Presbyterian church. Mrs. Shearer spent six weeks with the Lincolns in the early days at the White House, and relates that Mrs. Lincoln, who was anxious about Mr. Lincoln's health, used to get him to ride out with them nearly every afternoon at four o'clock. Mrs. Lincoln recognized the keen political training of Mr. Lincoln's associates, and used often to remark to him, "These men should realize, Mr. Lincoln, that you are the President," or "Don't forget that you are President," to which Mr. Lincoln would smile and say, "Never fear, Mary, there is no doubt who is President." It is very interesting, therefore, that when Mr. Seward presented his



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MRS. LINCOLN WITH HER TWO YOUNGER SONS, WILLIE AND TAD  
(From a hitherto unpublished photograph by Brady, in 1861)

famous memorandum of things necessary to do with foreign governments, expecting possibly that in the pressure of responsibility he would be directed to proceed with them, Mr. Lincoln replied, "If all these important things must be done, I am the one to do them."

Not even this brief sketch of Mr. Lincoln as a neighbor would be satisfactory without those few memorable words pronounced to his friends and neighbors on the occasion of his final departure from Springfield for Washington in February, 1861. Before the train started Mr. Lincoln appeared on the rear platform. It was raining very hard. He took off his hat. Every man's hat came off. Mr. Lincoln said:

My friends, no one not in my situation can appreciate my feeling of sadness at this parting. To this place, and the kindness of this people I owe everything. Here I have lived a quarter of a century and have passed from a young man to an old man. Here my children have been born, and one of them is buried. I now leave, not knowing when or whether ever I may return, with a task before me greater than that which rested upon Washington. Without the assistance of that Divine Being who ever attended him I cannot succeed. With that assistance I cannot fail. Trusting in Him who can go with me and remain with you, and be everywhere for good, let us confidently hope that all will yet be well. To His care commending you, as I hope your prayers will commend me, I bid you an affectionate farewell.

One account says that Mr. Lincoln was touched with emotion and shed tears.

# JAPAN'S ATTITUDE TOWARDS THE WAR

BY K. K. KAWAKAMI

IN Europe and in America the question is repeatedly asked, "What is Japan doing in the war?"

This is a pertinent question, one to which the Americans are right in demanding an answer. Now that Russia's apparent disorganization has become a serious obstacle to the cause of the Allies, the question becomes doubly important. What, indeed, will Japan do if Russia actually concludes peace with Germany?

For several weeks past rumors have been abroad both here and in Japan that a contingent of Japanese soldiers were landed at Vladivostock. The rumors were persistently denied by the authorities at Tokio until to-day (January 15), when the Japanese Navy has announced that a warship has been dispatched to that port to protect the lives and property of foreigners there and to forestall the seizure by the Bolsheviks of the enormous war supplies which had been shipped from America and Japan and piled up at that place.

Since the middle of December, vessels arriving at Vladivostock with cargoes of war materials from America have been ordered by the Washington Government to leave that port without unloading and go to the Japanese port of Nagasaki or Tsuruga. The measure taken by the Mikado's navy is in compliance with the request of the Consular body in Vladivostock as well as of the governments of Japan's allies. As for sending Japanese troops into Siberia, the Japanese Army declares that the question has not been considered.

At this writing the diplomatic representative of the Bolshevik Government is reported to have arrived in Tokio, but Mr. Krupenski, who has been Russian Ambassador at Tokio since July, 1916, refuses to resign and make room for the new "Ambassador."

When I was in Japan only a month ago on my way to America from China, I took pains to ascertain Japan's real attitude towards the war. I was especially anxious to

find out if the much-advertised pro-German sentiment among the Japanese was so strong as it has been represented to be by many western writers—whether that sentiment was really responsible for the half-heartedness which some critics said was Japan's attitude towards the Allies.

As far as the Japanese Government was concerned, I was firmly convinced, as I am now convinced, that there was no division of opinion on the question. The Cabinet is unanimous in insisting upon Japan's hearty coöperation with the Allies arrayed against the Central Powers. Even Viscount Terauchi and Baron Goto, who had, perhaps mistakenly, been accredited with pro-German feeling, emphatically declared that the present conflict must end only after the complete victory of the principles for which the Allies declared war.

As for the public, there are a limited number of people whose attitude towards Germany is apparently friendly. But is Japan the only country in the Allied camp of which the same can be said? Even England is not entirely free from men whose feelings are kindly towards Germany. The fact is that the influence of the pro-German elements in Japan has been greatly exaggerated both by foreigners and by the Japanese themselves. That such elements continue to exist is not important. The vital question is whether they exercise any influence upon Japan's policy with regard to the war.

Before we answer this question we must determine what we mean by pro-German elements. If we mean those who admire German civilization indicated by German achievements in art and science, we can frankly say that they are considerable both in number and in influence. If, on the contrary, we mean those who wish Germany well in the present war, we have no hesitation in saying that they are insignificant both in point of number and in point of influence.

All the great newspapers in Japan, including the *Jiji-Shimpo*, the *Asahi*, the *Nichi-*

*nichi*, and the *Kokumin*, are unwavering in upholding the cause of the Allies and advocating the complete defeat of the Central Powers.

Why, then, does not Japan do more for her Allies? The answer is obvious.

To Japan the question is not whether she should aid the Allies more actively, but how she can aid them. She would gladly cooperate with them in the European fields of battle, if only she can find a satisfactory solution for the financial question and the question of transportation involved in such a campaign.

I have reason to believe that the question of sending an army to Europe has been seriously considered in responsible circles. But the conclusion reached seems to be that Japan cannot embark upon such an undertaking which will prove ruinous to her. Considering the gigantic scale on which the war is being fought on the various fronts, Japan thinks that any force less than a million men would not be worth sending to Europe. And to send a million soldiers across the ocean it requires at least 5,000,000 tons of bottom, and Japan has only 1,500,000 tons of vessels.

As for despatching troops into Russia across Siberia, it is out of the question when Russia has little intention of adhering to the none-separate peace agreement. Not only will Russia refuse to cooperate with Japan in the execution of war, but she will, as the Leninites have recently declared, resent and obstruct any move which Japan may make for the reinforcement of her troops at the Eastern fronts. Presuming, however, that Russia were willing to welcome the Japanese to the Eastern fronts, there still remains the great difficulty of transportation to be considered. The *Kokumin*, a Tokio newspaper close to the Cabinet, recently made the following significant comment:

*The question of aiding our Allies on the European fields of war is not so much our question as it is the Allies'. If the Allies want our troops in Europe they must give us some definite plan whereby we may transport our men and the necessary supplies.*

Even more difficult than the question of transportation is the financial question. In the war with Russia Japan incurred a foreign debt of \$500,000,000, a burden which still weighs heavily upon the shoulders of the nation. The active participation of Japanese troops in the European war would entail another foreign debt of at least \$20,000,000,000, which might prove a crush-

ing burden to such an impecunious nation as Japan. Much has been said of the profits derived by Japan from the trade stimulated by the war, but such profits have so far amounted to only \$750,000,000, a pittance compared with what accrued to the wealth of the United States in the two years preceding her entrance into the war.

If the idea of bringing Japanese troops to Europe is not feasible, the only way in which Japan may aid the Allies more effectively would be to place at their disposal such number of her steamships as she can possibly spare. This Japan must do if requested by the Allies. I have reason to believe that such a plan will be favorably considered by the authorities. It has even been intimated in certain quarters that Japan will endeavor to spare 300,000 tons of her merchantmen in the interest of the Allies. The three great steamship companies, the Nippon Yusen Kaisha, Osaka Shosen Kaisha, and Toyo Kisen Kaisha combined, will, it is reported, be requested to offer 150,000 tons, while the remaining 150,000 tons will be commandeered from other shipping concerns. In carrying out such a plan the Government will no doubt meet with strong opposition from the shipping interests. When the scene of war is so remote, with no impending danger threatening Japan, the authorities will find it hard to convince the private corporations that it is their duty to offer their vessels to the Allies at a sacrifice, especially when they are reaping enormous profits in carrying merchandise. Nevertheless, Japan will be impelled to carry out this plan. She will perhaps not be able to withdraw 300,000 tons at once from her total tonnage, for such would paralyze her carrying trade. The more practicable plan would be to withdraw 30,000 or 40,000 tons at a time.

At present Japan's absorbing concern is Russia's disorganization and its possible effect upon the Far East. If the Bolsheviks remain in the saddle and eventually conclude a separate peace with Germany, the latter is more than likely to gain a political and economic control over Russia, and thus extend her influence throughout Siberia as far as Vladivostok. Should this Russian port be converted into a virtual German outpost in the Far East, it would be as if the Kaiser's mailed fist were lifted directly over Japan.

It is not only the Japanese who apprehend such an eventuality. The Siberian Russians, who do not seem to be in sympathy with



the Bolsheviks, entertain much the same fear. The city council of Chita, a thriving city in the province of Za-Baikal, issued on December 2 a proclamation denouncing the move for separate peace made by the Bolsheviks. "If the negotiations now going on between the Bolshevik cabinet and Germany," it says, "result in an armistice to be followed by a peace treaty, the fate of Siberia will be that of a colony of the Kaiser and his military *entourages*."

And yet what can Japan do to forestall such an eventuality? Should the Leninists conclude a separate peace with Germany Japan would, with the consent of her allies, have to take such measures as she may con-

sider necessary to prevent at least Eastern Siberia from falling under German influence. In the present uncertain condition, however, there is little that Japan can do. England and America seem to be tolerant towards the Bolsheviks, hoping perhaps that the latter will not be driven by despair to throw themselves into the arms of Germany. But whether or not a separate peace becomes an eventuality, it is certain that German influence is creeping into Siberia. This is indeed a serious matter for Japan, and will perhaps have the effect of awakening her people to the necessity of a more active coöperation with the Allies for the defeat of Germany.

## "BOLSHEVISM" AS A WORLD PROBLEM

BY NICHOLAS GOLDENWEISER

A NEW enthusiasm is arising among the Russian masses. A war for the defense of a sacred principle, the principle of free self-definition of all nations, is looming on the eastern horizon. And it becomes more and more probable that the "pacifist" revolution, brought about by the Bolsheviks, will lead to a resumption of a passionate warfare by the revolutionary armies of Russia. And who knows whether a Russian army, electrified by these newly acquired principles, will not work miracles, just as the French troops did during the great French Revolution?

In the meantime, several parts of Russia have declared their independence. Among the many mushroom "republics" which have appeared, only to vanish in a few days, there remain five instances of a stable self-assertion of separate governments within Russia. Siberia, the Caucasus, the Don region (of the Cossacks), Ukraine, and Finland. All of them have been prompted mainly by the fear of a Bolshevik chaos.

Finland—besides having always been a practically separate state, only loosely connected with Russia in her spiritual and economic development—has fallen under the influence of the kindred Swedish culture, which in its turn is closely related to German. Moreover, Finnish currency, having been comparatively little depreciated during the war, runs a risk of being drawn into the

whirlpool of Russian financial difficulties.

Siberia is a land of sturdy farmers and practically no industrialism. She will not be swayed by extreme socialistic doctrines. The Cossacks of the Don, through all their history, were strongly inclined to find some single leader and to follow him with great loyalty. The youthful General Kaledine enjoys at present their unswerving allegiance and support, which, however, would not go as far as the renunciation of democratic and republican principles.

The Ukraine is a country which deliberately joined Russia in the seventeenth century. It had previously been a province of Poland. Being Greek Catholic, it suffered many persecutions from the Roman Catholic Poles. It never was sufficiently strong to stand alone, and in the future it also will have to join some larger federation.

The Caucasus consists of small nations tied together only by the common Russian culture. It cannot fail to join Russia. In fact, it never seceded from Russia, but merely from Bolshevik Petrograd.

### A "UNITED STATES OF RUSSIA"

Whenever the chaotic conditions within Russia proper, created by the Bolshevik extreme radicalism, finally abate, and a ground for a federated republic is firmly established, there is no doubt that all these "independ-

dent" states will readily join in a "United States of Russia."

Even Poland is economically interested in having the Russian market open for its flourishing industries, and in being protected by high duties against German competition. Finland may stay out if Germany succeeds in drawing the three Scandinavian kingdoms within her sway.

At any rate, here again the Bolshevik policy of letting all nations choose freely their own lot may prove the most effective means of eliminating emotional nationalism and of making all parts of Russia realize in cold blood the old principle of all political wisdom, "united we stand, divided we fall."

In the meantime, the only honest and reasonable policy which can be pursued by those who intend to serve the democratic development of Russia and of the world is to abstain from any violent opposition to the present *de facto* Russian Government, and to join their efforts in helping Russia (irrespective of her government) to get back on her feet.

#### THE FAILURE OF LVOFF AND KERENSKY

The government of Prince Lvoff was too abstractly "constitutional" to satisfy the masses. Patient waiting for a far-away Constituent Assembly, without taking a step toward the coveted peace and the redistribution of land, was too much to expect of a population exasperated by two centuries of talentless and senseless tyranny.

Lvoff resigned. Kerensky took his place, only to attempt (to use a Russian expression) to "sit between two chairs." He departed from the "constitutional" method of postponing all reforms until the coming Assembly. He introduced fundamental reforms without consulting the elected representatives of the people—as, for instance, his proclamation of a republican form of government.

At the same time, he stuck to the old principles of international diplomacy and opposed an immediate change of social order. The slogan "Peace with the German people, over the heads of the German Government" overthrew Kerensky. The Russian masses, having disengaged themselves with seeming ease from their own oppressors, could not and would not believe that the German people should support Kaiserism. And the natural conviction arose among them that a stubborn continuation of the war was due exclusively to the imperialistic tendencies of

Russia's allies and of Russian capitalists, whereas a direct appeal to the German workmen and farmers would make them immediately lay down their swords.

#### PEACE NEGOTIATIONS WITH GERMANY

This conviction was bound to lead to some sort of direct negotiations with the Germans. Men like Lenine and Trotsky, who were plucky enough to pledge themselves for an immediate armistice and an opening of direct peace negotiations, could not fail to win support of an army bluntly believing in the immediate advent of a "reunion of all the proletarians of the world" (the famous formula of Marx and Engels).

The revelation of a bitter truth awaited them in Brest-Litovsk. The German delegates—who could be recognized as representing not the workmen and farmers, but the army headquarters and the palace at Potsdam—readily consented to the principle of no annexations and no indemnities for *Russia and her Allies*, but politely declined to renounce annexations by Germany and refused to evacuate occupied Russian territory. In their brutal cynicism they did not stop even before a grim joke, declaring that the population of the occupied Russian provinces had already pledged its allegiance to the German Empire by its tacit acquiescence in being severed from Russia by German troops! They also refused to transfer the conference to a neutral place, insisting upon a continuation of negotiations in a fortress occupied by the Germans.

Not only the Allied nations, but the peoples of the Central Powers themselves, were officially enlightened at last as to the true spirit of German peace proposals. The results were not slow to follow. A passionate battle between the Pan-Germans (reactionary annexationists) on the one hand, and the reasonable majority of the middle classes and socialists on the other, is now raging within Germany, thus adding a powerful new adherent to the principles proclaimed by the President of the United States.

Lenine (who, by the way, comes from an old and respected family of Russian noblemen) and Trotsky (who is a revolutionary of long-established standing among the fighters for Russian freedom) have succeeded in what seemed impossible for their moderate predecessors. They have diverted the attention of the nations inhabiting Russia from internal dissensions towards the burning questions of the hour—the struggle against

Imperialist aspirations and Militarism, and for the self-definition of all nations on a democratic basis. They have also raised high above diplomatic evasiveness the issue of war aims, thus forcing the German government to a strict accountability before the German people.

At the same time, they started on a large scale the contamination of the German soldiers with the same ideas which brought about the disintegration of the Russian army.

#### WHAT IS "BOLSHEVISM?"

Lenine and Trotsky, as well as the majority of their partisans, are by no means traitors or cowards. They are honest men, with good intentions. Their main fault lies in their disregard of human nature and of the fundamentals of the doctrine of historical materialism, which is their main hobby.

They do not think of the vast, undeveloped sparsely populated areas within the Russian boundaries which clamor for individual enterprise and the concerted action of highly centralized organizations. They wave aside the obvious impossibility of an industrial development, and of the improvement of agricultural production in Russia without the help of foreign credit and foreign experience. They do not consider the fact that in a socialized Russia—with all industries, financial institutions and land tenure "nationalized"—each individual workman or farmer will be infinitely worse off than he has been even under the Czar.

The world will never be without its visionaries and dreamers, who do not notice the imperfections of human nature and whose aim is to right immediately all the wrongs, to brush aside in one sweeping movement all the inequalities, and to remedy at once all the shortcomings of modern human society.

"Bolshevism" is nothing but a combination of both of those elements: an irresponsible multitude of long oppressed, humble laborers and tillers of the soil, driven into frenzy by a handful of uncompromising idealists; a vision at the top, supported by an elementary emotion at the bottom; a crowd of youngsters, armed with bayonets and machine guns, led by a group of fanatical reformers.

The former Russian army has been suddenly transformed into a conglomeration of full-fledged, though very youthful, citizens

with rifles in their hands and an extremely exaggerated notion of their rights and privileges in their heads.

One would hardly expect anybody who might remind them that rights and privileges entail duties and obligations to be very popular with those freshly baked republicans. On the other hand, those who declare their will to be supreme and their demands to be sacred cannot fail to win unflinching support.

The rest of the country—the vastly greater part of the unarmed "civilians"—does not count, because no arguments or convictions are sufficiently strong to oppose machine guns and bayonets.

Undoubtedly these Bolsheviks are narrow, but it is equally certain that they are perfectly honest and straightforward, perhaps too straightforward for practical use. Why, then, oppose their narrowness with a still greater partisanship? Why declare that everything which is connected with Lenine and Trotsky is bound to be rotten to the core and utterly unacceptable to polite society? Why imitate the Pharisees and their famous sneer: "Can there any good thing come out of Nazareth?"

Lenine and Trotsky have so far, against all expectation, solved one problem which seemed insoluble under Lvoff and Kerensky. They have, by sheer force, eliminated all class struggle. They proclaimed one class supreme. They introduced the undisputed "dictatorship of the proletariat."

Intoxication from unbounded freedom will pass. The armed youngsters will return to their villages and lay aside their rifles. Experience will soon teach them the difference between the desirable and the possible, the natural limit of all aspirations. They will learn that by dividing private lands and private fortunes among all, they will not reach any improvements in their own conditions of life, but just the opposite. They will understand that a 2 or 3 per cent. increase in their holdings will not bring the advent of a Golden Age. They will comprehend the importance of long experience, education, technique, traditions, organization, concentrated creative energy, of the qualities of that hateful state of things which is called "capitalism." The older and saner elements will come into their own and become, through sheer numbers, the controlling element of Russia's future destinies.

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in munitions plants and uniform factories  
in devastated France and bewildered Russia  
in training for filling men's jobs*

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(The sum actually raised was \$1,780,000—\$30,000 more than New York's apportionment)

# THE WAR WORK OF THE YOUNG WOMEN'S CHRISTIAN ASSOCIATION

BY VERA SCOTT CUSHMAN

(Chairman of the War Council of the Y. W. C. A.)

IN recent weeks the Young Women's Christian Association, through its nationwide appeal for a \$5,000,000 fund to be used in war work has won a recognition second only to that accorded to the older and better known organization of slightly different initials which ministers to the physical, mental, and moral needs of young men the world over.

During a period of fifty years, the National Young Women's Christian Association has built up a vast machinery of service, operating in 732 colleges and schools and 263 cities. About 35,000 women have been employed as volunteers on committees, and 2000 social secretaries, 200 of whom constantly go from State to State. The National Association is the dominant body in the Young Women's Christian Association of the world. With its equipment and experience, and the enlargement of its regular activities and responsibilities among the various nations since the beginning of the World War, the Association was prepared to undertake a definite work of patriotic service when the United States entered the war.

On the 6th of June, 1917, the Association called together a War Council of 100 carefully selected representative women to determine upon the nature of the War Work which should be undertaken. It was decided to institute a campaign for \$1,000,000. As the plans of the War Department became more definite, our social service plans evolved and an additional fund of \$4,000,000 was needed to carry on the work. At present this work includes the housing and safeguarding of women workers wherever possible throughout the United States and France, the establishing of Hostess Houses at the Training Camps, and the furnishing of trained and financed secretaries to different agencies of government as they shall be needed. We propose, in brief, to organize the women and girls of the entire country into a constructive body which shall render definite trained service to the nation as an expression of patriotism. The plans for the work were evolved in accordance with the plans of the War Department and the Federal Commission on Training Camps.

Our first new war work was the forma-

tion of the Patriotic League. In order to make it national, not sectional, it was put forth as an idea, not as an organization. Anyone willing to do the work could promote it, and every girl in the United States regardless of race, or creed, is eligible for membership, provided she will stand by the pledge, which reads:

I pledge to express my patriotism

By doing better than ever before whatever work I have to do;

By rendering whatever special service I can at this time to my community and country;

By living up to the highest standards of character and honor and helping others to do the same.

At the present time over 255,000 buttons have been sent out by the association. An officer in command of one of the Training Camps exclaimed when told of the League pledge: "If the women of the land would stop some of this knitting and get every girl from the Atlantic to the Pacific to sign this pledge and to try to keep it, they would be doing something vital to the nation twenty years from now."

#### THE HOSTESS HOUSES

The Y. W. C. A. Hostess Houses have been erected at the Training Camps at the request of the officials of the War Department. The first House was erected at Plattsburg on ground staked out for the Association by the commanding officer, Colonel Wolf. It was the first work of the kind to be undertaken for women and girls inside the boundaries of a United States army post.

Thirty-six of the Houses are in actual operation and twenty-five others to be erected are authorized and under way. Seven of these are to be exclusively for the use of colored women and colored troops. Five National Colored Y. W. C. A. Secretaries are directing the work for colored girls along the same lines as that laid down for white girls.

Each Hostess House has a staff of secretaries and hostesses. The plan of the buildings include a reception-room, a cafeteria where both men and women may eat, a rest-room for women waiting until soldiers are off duty. Telephones and messengers summon the men to the House on the arrival of their relatives and friends; chaperons are provided for girls visiting the camps unaccompanied by relatives, and skilled interpreters stand ready to assist the women who

do not speak English in finding their men. There is rest and recreation, a taste of home cooking, and a normal social atmosphere to offset the tendencies to social anarchy conditional upon the gathering together of a body of men socially unassimilated with their surroundings.

One man who enjoyed the hospitality of the Hostess House near Niagara gave ten dollars to the work on his first pay day. "I want to give this to you," he said, "for giving girls a square deal and helping us to meet them on the square."

The Blue Square is the symbol of the Y. W. C. A. War Work. It typifies the fourfold nature of the truth upon which it is based, the physical, mental, moral, and spiritual concepts which lie behind the impetus of this great organization of women who are giving their best to the nation through the channels of patriotic service.

#### BUREAU OF SOCIAL MORALITY

One of the helpful adjuncts of our War Work is the assistance given by the Y. W. C. A. Bureau of Social Morality. This bureau sends out women physicians who have a genius for imparting medical information upon the basis of high moral concepts. Talks are first arranged for the mothers of the girls, then these physicians address groups of high-school girls, office, shop, and factory workers and impart information necessary for their protection. Dr. Richard Cabot has long been in consultation with the Y. W. C. A. in regard to this particular work.

#### EXTENSION OF THE Y. W. C. A. WORK TO FRANCE

The sum of \$1,000,000 has been set aside for work in other countries. A part of this fund will be devoted to social service among the Red Cross nurses at the base hospitals in France. Warm, comfortable buildings will be erected near the munition plants and factories to accommodate the tired women and girls who have not at the present time even a warm place to eat their midday lunch. Trained hostesses will create a pleasant social atmosphere for the women who stand behind the armies of that stricken country. A clubhouse in Paris, cafeterias, recreation centers, and special welfare work are planned to maintain the health and spirits of the fine, unselfish women of France. So far as possible, this work will also be extended to Russia.



# LEADING ARTICLES OF THE MONTH

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**I**N this section of the *REVIEW OF REVIEWS*, which includes the comment of American and foreign publications on various phases of the war, we invite the special attention of our readers this month to expressions of German opinion (pages 198, 204, and 206) and to articles from French sources (pages 196 and 212).

Significant statements and comments by American writers are given in the article by Mr. Wythe Williams, beginning on this page, in Fuel Administrator Garfield's outline of his job (page 202), in Professor Ames' account of "Science at the Front" (page 203), in Mr. Heywood Broun's drastic criticism of American censorship methods in France, and in Mr. Burton J. Hendrick's analysis of the labor situation (page 210).

Mr. Isaac F. Marcossou's comparison of the business men who are now running the British Government to a "board of directors" is well worked out on page 201 and for Americans it has a peculiar interest because of the American experience and background of the foremost of these administrators. On page 213 there is an interesting account of the territorial dispute between Chile and Peru, from the Chilean viewpoint.

Other timely topics treated in this department are, "The New Industry of Fur Farming," "Exploring and Prospecting by Airplane," "A French Estimate of Rodin," "The New Government Shipyards," "Shall Serbia Be a Pawn?" and "Madam Adam, Feminist."

The American "heavy" reviews, like every other form of publication, have been profoundly affected by the war in the make-up of their programs. The list of articles in the current *Yale Review* (quarterly) is representative: "To the Russian Soldier," by Leonid Andréev; "America's place in the World," by George Louis Beer; "The American Essay in War Time," by Agnes Repplier; "The Expansion of Our Army," by William Addleman Ganoe; "Christ and the Pacifist," by Benjamin W. Bacon; "Should Austria-Hungary Exist?" by Charles Pergler; "Cossack or Republican?" by Wilbur C. Abbott; "The Railways in Peace and War," by Samuel O. Dunn; "Black-Earth Russia," by Olive Gilbreath; "The Red Cross Dollar in France," by Howard Copland.

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## FRENCH MILITARY DISASTER UNDER CIVILIAN LEADERSHIP

**I**N a brilliant and searching article contributed to *Collier's* for January 5, Mr. Wythe Williams, the Paris correspondent of the *New York Times*, reviews what he terms "the Battle of 1917," meaning the French and British offensive which followed the German retreat to the Hindenburg line in the spring of last year. Mr. Williams had months before described this offensive as in reality a great French victory; even though its chief result was the removal of General Nivelle from his position as commander-in-chief of the French armies. He now makes an even stronger assertion in the statement that the possibilities of this Battle of 1917 were so strenuous at one moment

that the war might have ended with an Allied victory before Christmas Day.

Passing over Mr. Williams' summary of the successive war councils and plans that were agreed upon by the Allies, we come to the actual operations of April last:

The original dates for the offensive were set for the beginning of April; the English were to lead off on April 4. Franchet d'Esperey was to make the secondary French attack on the 6th, while the great effort on the Aisne was fixed for April 8. So far did the retreat to the Hindenburg Line fail to throw the offensive out of gear that the actual moment of attack was only retarded in such a way as might happen in any offensive—by weather or a decision for further artillery preparation. Haig actually attacked on April 9 and 12. Franchet d'Esperey struck on the 14th.

The troops on the Aisne went "over the top" on the 16th—which is the date by which the entire offensive is generally known. Pétain attacked east of Rheims on the Moronvillers crest a day later. The English took Vimy Ridge as ordered, and I now consider particularly only the dispositions of the French forces prepared for the grand attack on the Aisne, which have been the subject of so much controversy.

On the morning of April 16 the left half of the Aisne line between Soissons and Craonne was held by the Sixth French Army, under command of General Mangin. The right half, between Craonne and Rheims, was held by the Fifth Army, commanded by General Mazel. Both armies, as well as the two reserve armies—the Tenth and the First, under Generals Duchêne and Fayol—belonged to the group of armies of the reserve commanded by General Micheler.

The majority of the fifty-two German reserve divisions were concentrated against these two French armies of shock—the Sixth and Fifth under Mangin and Mazel. The German general army order of that day addressed to the troops on the Aisne was: "Resist to the death in the first line."

The question now arises: "Why did not these two French armies pierce and even smash the German line?" Mr. Williams states that as part of the conception of this offensive the first result hoped for by the Allies was to dislodge the Germans and drive back their entire line at least as far as the River Meuse. His answer to the question: "Why was this result not achieved—why were German lines not broken?" is this: "By nightfall of the sixteenth of April the French armies were no longer under military authority but were in a domain purely political."

On the morning of that day, April 16, 1917, there were gathered in the village of Savigny, at the headquarters of General Micheler, commanding the group of armies, over a dozen members of the French Senate and Chamber of Deputies, who came out from Paris to take in the spectacle of the attack. The date of their arrival will remain tragic in history. Whether Micheler allowed them there or whether they came on their own invitation and insisted on remaining upon their own authority, I do not know. But I do know that by nightfall, as a result of what they saw for the first time in their lives—a real battle of blood and steel—they were all in a mad panic. Throughout the day they had frantically telephoned the Government in Paris that the French armies were being slaughtered, and demanded that the offensive just under way be ordered stopped.

The offensive did not actually cease at once. But from that first day it was so hampered by political interference that it could never again get into its stride. Yet despite the German order to resist to the death in the first line, the French had by nightfall of that first day taken both their first and second lines!

The British Government, meanwhile, de-

manded that the battle should go on. The French casualties had been enormously exaggerated in the Paris newspapers, but late in April, when the real figures were at hand, compiled by army authorities on the ground, it was found that for the entire period of nine days from the beginning of the attack the wounded numbered 54,000 and the dead 15,000. These figures had been enlarged for publicity purposes by over 70 per cent. In his arguments for the offensive going on without delay, Sir Douglas Haig pointed out that of the fifty-two divisions of German reserves at the beginning of the battle, it was now known that forty had been completely used up and were out of action. Haig told the French that the Germans had only twelve reserve divisions left, while the French has two entire reserve armies with artillery in their Aisne sector alone that had not yet fired a shot. The French Government assured Haig that the battle would go on. Haig returned to his headquarters on April 28. The next morning, after he was out of town, M. Painlevé, the French Minister of War, sent a telegram to General Nivelle ordering that the entire offensive be immediately stopped.

Mr. Williams makes this further assertion concerning the situation on the German side at that date:

It is now a matter of definite knowledge—and proof—that on that day the German general army order was to prepare immediately for a quick retreat to the line of the River Meuse. Three German army commanders had been ordered to Berlin in disgrace. The end of the German invasion of France seemed at hand.

Mr. Williams sums up the responsibility of the then Minister of War under the following heads:

First, it is stated that before this 16th of April offensive began, the Minister of War invited nearly all French group commanders to Paris to discuss and criticize the plans of the offensive that had been decided upon by the High Command and agreed to by the Allied governments.

Second, the Minister of War sent the telegram to Nivelle ordering the offensive to cease after Haig and England had been assured that it would be continued.

Third (this is quite as important as the other two in view of later results), the Minister of War stated in public session of the Chamber of Deputies of July 7 that "henceforth the French armies would seek only limited objectives." He implied that the new commander was without Napoleonic ambitions, and so, it is charged, he thus gave public and official notice to Germany that from that date she need fear nothing of importance from France.

## SHALL SERBIA BE A PAWN?



MRS. ST. CLAIR STOBART

**T**HE President's Message of January 8 helped to allay the growing fears of the Serbians in regard to the position of their country after peace shall be declared. Paragraph 11 of the program advanced by President Wilson stated:

Rumania, Serbia and Montenegro should be evacuated; occupied territories restored; Serbia accorded free and secure access to the sea and the relations of the several Balkan states to one another determined by friendly counsel along historically established lines of allegiance and nationality, and international guarantees of the political and economic independence and territorial integrity of the several Balkan states should be entered into.

The activity in Serbian publicity and Serbian relief work in this country at the present time has not been wholly a matter of obtaining succor for that forlorn country; there has been a great object behind the needs of the immediate present; this object is the future independence of Serbia.

The strategic point aimed at by the Central Powers was the placing of Serbia as a vital link in the Berlin to Bagdad railroad project which was essential to the success of the Mittel-Europa scheme establishing German hegemony through southeastern Europe to Asia Minor and Persia.

The essential point of interest in Northern Serbia is the Morava valley. This valley connects with a low pass with the valley of the Vardar which in turn opens the road to Salonica and Asia Minor. In the recent peace proposals made to the Bolsheviks by the Central Powers, a pretense of "no indemnities and no annexations" was advanced. The Bulgar Prime Minister, in a speech before the Bulgarian Parliament at Sofia, states among other things that:

Bulgaria demands a correction of the frontier with Serbia, including in the territory of Bulgaria all of the lands which are populated by the Bulgarians, all along the Morava river to the Danube; we want Macedonia with that part which by the treaty of Bucharest was cut off from Bulgaria. . . . Our formula is the unification of the Bulgarian nation.

In this statement is the reason for Serbia's apprehensive attitude. The Bulgar Prime Minister stated that the war aims of his speech had been received with approval not only by the Bulgarian legislative bodies but by Vienna and Berlin. It seems probable to the Serbs that Germany is using Bulgaria to make claim to the territory necessary to the fulfillment of the Mittel-Europa scheme, and that Belgium, Northern France, or possibly the East African German colonies, might be relinquished in exchange for these Bulgarian claims.

The inhabitants of the Morava Valley are almost exclusively pure Serbs and the Bulgarian claims are justified neither historically nor racially.

With this brief summary in mind relative to Serbian affairs, those who wish to know actual war conditions in Serbia will find an illuminating picture in a book, "The Flaming Sword," by Mrs. St. Clair Stobart, that deals with military hospital work in Serbia and covers the events of the great Serbian retreat from North Serbia to Scutari in 1915.<sup>1</sup> Mrs. Stobart was the first woman to mobilize and command a field hospital. The first part of her book describes her experiences in general military hospital work in Bulgaria, Belgium, France, and Serbia in the early days of the war. Part second gives an account of the military hospital established by her English unit of forty-five doctors, nurses, and their aides at Kragujevatz. In the country roundabout,

<sup>1</sup> The Flaming Sword. By Mrs. St. Clair Stobart. Doran. 325 pp. Ill. \$1.75.



THE IDEA!

WILHELM: "Don't worry! You shall have Albania, Serbia and Champagne. What more do you want?"

CONSTANTINE: "A sandwich!"

WILHELM: "That is sheer gluttony!"

From *Iberia* (Barcelona)

thirty roadside dispensaries were located which gave valuable relief to the sick and needy until the beginning of the German

invasion. The third section is a marvelously vivid diary of the events of the retreat of the Serbian Army down the valley of the Morava, and the escape of the hospital unit with the loss of only three nurses (among them Mrs. Mabel Dearmer), through Montenegro to Scutari. Mrs. Stobart says:

I am not a military expert, but I cannot help believing that the retreat of our Division, as well as that of the whole army, had been from beginning to end, marvelously handled. To retreat during nearly three months, fighting rearguard actions all the time, under circumstances which could scarcely have been more difficult, and to have saved the army and its morale, was a great performance. . . .

Serbia has perceived that the life force of a nation is a spiritual force and is not dependent upon material conditions for existence. . . . She is full of courageous faith because she understands that a nation means primarily not a physical country, not state, not government, but a free and united spirit. The Serbian people sacrificed their country rather than bow the knee to militarism. . . . A people with such ideals and with such power of sacrifice must be worthy of a great future.

Mrs. Stobart's narrative demonstrates three important facts: the work that courageous, able-bodied women can do in time of war; the unspeakable evil wrought by a war of conquest, and the absolute necessity for the independence of the smaller nations as a stipulation of the terms of peace.

## THE ANZACS: ODYSSEY OF THE NEW ZEALANDERS AND AUSTRALIANS

NEW ZEALAND, so notable for its progressive, radical legislation, might justly claim another distinction—the splendid loyalty and valor of her people in the great war. The dauntless intrepidity of her sons in the most trying situations must needs arouse our profound admiration. The *Revue des Deux Mondes* (Paris), in a recent issue, describes circumstantially the part those brave men have taken. We cull some of the salient points of M. Charles Stiénon's article:

The Anzacs [brief for Australian and New Zealand Army Corps] inhabit the grassy solitudes of the antipodes. Their distance from the scenes of the conflict would, it would seem, keep them from participating in it. And yet, one day they boarded by thousands ships bearing them far from their native soil. They crossed an ocean and

two seas, defended the Suez Canal, fought against Turkey among the sands of Sinai, and at the Dardanelles, not far from ancient Troy, repelled the assaults of the fanatical Arabs in Egypt; yesterday they shed their blood in Picardy; to-day they are among the most heroic soldiers of the conflict in Flanders.

Isolated in an ocean where competition by the nations for naval bases was incessant; aimed at by Japanese expansion; witnesses of German intrigues in Samoa; counting little upon England's help (connected with her since 1907 as a Dominion), the two islands early realized the necessity of an efficient military organization. They succeeded, and Lord Kitchener long before the war recognized the value of the New Zealand army establishment.

As soon as England's entrance in the war became known, New Zealand gave a splendid example of a united people. Without any appeal, men volunteered *en masse*. In the city of Auckland alone a thousand offered to serve a few hours after the official announcement of England's joining the conflict. Enthusiasm spread throughout the country; even the Maoris, ancient masters of the Islands and old enemies of the English, demanded a place in the army.

Justly intent upon the health of their troops, the New Zealanders selected a most salubrious stretch of fifty acres for their camp. Hundreds of low frame houses sprang up like mushrooms. The cuisine, amusements, etc., received attention, and in particular, the dormitories, illuminated by 3000 electric lights.

The question of conscription soon arose. At the close of 1915 England demanded a contingent of 2500 men monthly—instead of 900, as at first—and the law was passed with but four dissenting votes.

The writer details the wanderings and the active service of the valorous New Zealanders, beginning with their overcoming their nearest adversaries by the conquest of the Samoan Islands. After a perilous voyage to New Caledonia, they captured Apia, replacing the German judges, customs collectors, etc., by soldiers. Those restful spots were voluntarily abandoned in order that the troops might join their comrades in the fight at Gallipoli.

To sail the Pacific while the hostile corsairs still held it was no light matter. The fleet—starting from Wellington—consisted of twenty-two vessels, guarded by an Anglo-Japanese squadron. They knew that enemy cruisers prowled in those waters; above all, that the *Emden*, the noted corsair, lay in ambush somewhere. The writer describes the fight with that vessel, which resulted in its destruction. The first Australasian naval feat of arms was a splendid success.

Continuing their voyage, the convoy sailed up the Red Sea. Lack of space forbids our recounting their activities in Egypt. Turning, then, to Gallipoli, M. Stiénon observes that if the achievements of the Anzacs remained almost unknown, the same cannot be said of their splendid action in the Dardanelles. Their intrepid resistance at the gates of Constantinople, their ardor in attack, created an *esprit de corps* among them which the whole British Empire acclaims as "the Anzac spirit."

The Gallipoli adventure was, as we know, a lamentable affair. It was at Gaba Tepe—one of the two landing places—April 25, 1915, that the Anzacs commenced to inscribe their heroic page of history. Will it ever be explained—the writer asks—why Sir John Hamilton ordered the Pacific troops to land in a spot the most difficult from a geographic and military point of view? A mystery shrouds the resolve which cost so many lives. A few meters of sandy soil alone separate the water from the thorny heights. And in that space were crowded men, rearing horses, provisions, medical aid—a whole army!

Above, the Turks adjust their aim. Below, midway, climbing against all odds, the heroic Anzacs. After a furious combat of ten hours, all their officers dead, simple privates in command, the struggle had to be abandoned; 20,000 Ottomans by that time commanded the summit. The only thing gained was a strip of land between Gaba Tepe and Ari-Burnu. No hope of swift success; to hold what was gained must suffice. Thus until August, 1915, the 30,000 Anzacs had to live and fight on *some hundreds of square meters* of Turkish soil.

The Anzac troops took a glorious part in those sad days of August, and exhibited remarkable ingenuity. The point was to retreat unseen by the Turks. Gradually the men left until the time came when there were only about a hundred to defend a front which, but shortly before bristled with thousands of bayonets. Of course the men acted as if there were thousands of them—firing off guns, throwing grenades, etc.

It was on September 15, 1916, that the Pacific troops fought their first important battle on the Western front, between the Somme and the Ancre. It was their special task to outflank the enemy in the village of Flers. Much was expected of a new engine of war, since become famous—the tank. The combat was a fierce one, the Germans being utterly annihilated. And June 7, 1917, the Anzacs rendered memorable service to the Allies in the capture of Messines-Wytchaete in Flanders.

In 1917 the Anzac forces were reorganized; some are stationed in Palestine, but the majority are in France.

Furthermore, the rôle of the Anzacs in naval warfare deserves mention; they took a glorious part in the Battle of Dogger Bank, under Admiral Beatty, January 24, 1915, and again in the Battle of Jutland.



## A GERMAN LIBERAL'S IDEA OF "RECONCILIATION"

CERTAIN progressive public men in Germany now and then find a medium for the expression of their views. In the October number of *Deutsche Politik* appears an article by Professor Gerhardt Von Schulze-Gaevernitz, a member of the Reichstag, who is described as a lifelong admirer of England and an advocate of a peace of reconciliation between England and Germany.

This war, says Professor Von Schulze-Gaevernitz, is different from all others in that it cannot be ended with a "victory" in the old sense of the word:

A Napoleon, and after him a Moltke, wrote the conditions of peace with the point of the sword, in the conquered capital of the enemy. But we shall conquer New York and Moscow, London and Paris, just as little as our enemies will conquer Berlin, Vienna and Constantinople. From both geographical and military grounds arise this reciprocal invincibility and therewith the peace "without victors and vanquished" (President Wilson). Millions to-day have upon their lips the question: Why these further fearful sacrifices of blood and treasure, now that sober reason can see the end?

This German publicist cherishes no delusions regarding the humbling of Great Britain. Some Germans, he says, hope to bring England to her knees "in such a way that she will creep whining out of her hole like a famished beast of prey and swallow each of our demands."

A mind acquainted with history, when it hears that asks: Is it thinkable that a world power, built up through continuous wars of three or four centuries, should break down in as many months?

After a moderate estimate of the outcome of the U-boat campaign and Germany's capacity to resist starvation as compared with that of England, this writer proceeds to state explicitly what he regards as the vital interests of the principals in the war which must not be put in doubt:

1. Vital for England is the sovereign independence of Belgium, as well as control over Egypt and the Suez canal—but not the internal political form of the Belgian state, nor the perpetuation of the Belgian Congo.

2. Vital for France is the untarnished honor of her sword and her territorial integrity—Calais, now held by England, not less than the Brieg ore fields, now held by Germany. It is not vital

to have freedom of her colonial possessions from any possible boundary changes. These possessions signify a gigantic burden upon the depleted land, after the horrible sacrifices of war.

3. Vital for Russia is the integrity of Russia itself, particularly abstention by outsiders from the settlement of political questions between the Ukraine and Moscow. It is not vital for Russia to control the political reconstruction of each of the alien western nationalities which were forcibly torn by the Czar from Europe, and never born of mother Russia herself.

4. Vital for Germany is integrity of the empire, including Alsace-Lorraine, as well as the restoration of Asiatic Turkey, to which we are obligated by treaty, honor and interest; also a certain colonial addition to our small land, rich in children, poor in raw materials. Less vital are, first, the political constitution of Alsace-Lorraine; second, political or economic preference or monopoly in Asiatic Turkey, which Germany does not demand; and, finally, the status quo of our former colonial borders.

5. Vital for Austria-Hungary is Trieste and a permanent pacification of Serbia. Less vital are the Trentino and the small Russian portion of East Galicia.

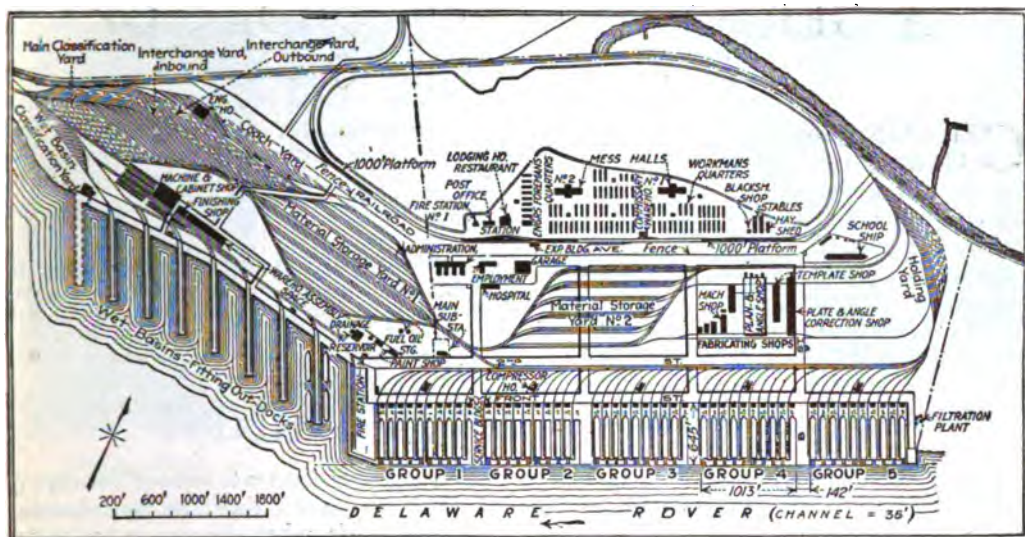
This Reichstag member is enthusiastic over the new franchise law in Prussia:

Thank God, the Kaiser, in contrast to the Czar, has turned in time to the road of orderly progress, by freely putting his signature to the promise of universal and equal franchise in Prussia, thereby showing his determination to end the disfranchisement of the majority of his subjects.

There has been no more important act in Prussian history since the liberation of the farmers. Even the revolution of 1848, and the constitution which followed it, left class rule to remain in parliamentary disguise—the same class rule against which the great Prussian monarchs of the eighteenth century had fought without material success.

To-day, in the extremity of our struggle for existence, we are taking the last step toward the unification of the nation and the full equality of all its children. Each of them, the propertyless no more than the propertyless, has done his duty. Therefore, to the farseeing mind's eye a new Germany is arising from the roaring waves of this world storm, free within, a champion of freedom abroad, greater and stronger than the old Germany, in spite of renunciation of conquest. Our dearest blood has not flowed in vain.

During the most tremendous war history has seen, while our fronts in the West stand fast and our armies in the East victoriously advance, Germany is facing another tremendous problem: A fundamental renovation within. The problem, too, will be solved, not in the form of a special dispensation from a monarch, not as the outcome of party conflict and party hate, but for healing and the strengthening of the fatherland.



SHIPYARD AT HOG ISLAND, NEAR PHILADELPHIA, FOR THE AMERICAN INTERNATIONAL SHIPBUILDING CORPORATION

## THE NEW GOVERNMENT SHIPYARDS

"THE United States Government," says the *Engineering News-Record*, "is to become the greatest shipbuilder in the world."

Not only has it commandeered hundreds of vessels on the ways and at the fitting-out docks, and contracted for the construction of hundreds more at private yards, but it has under way three yards of its own, yards where ninety commercial ships may be on the ways at one time, and where about 1,000,000 tons of shipping will be in various stages of construction. These yards are about ready to start operation—in fact, some keels have already been laid down, and by the end of 1918 a large proportion of the 310 freighters projected in the plants will be on the high seas. And yet four months ago the sites of two of the yards were vacant wastes, and the third was occupied by a foundry for the making of cast-iron pipe.

On December 1 the Emergency Fleet Corporation, under the direction of the United States Shipping Board, was supervising the building of 1118 vessels in 116 shipyards in various parts of the country. This fact is sufficiently impressive

but in addition to this it is building, through three agent companies, the three large shipyards where ships will be built under Government direction with Government money. All of the vessels will be the much-discussed "fabricated steel ship" design, in which structural steel shapes fabricated at bridge and structural shops outside the shipyard will predominate.

These three yards and the ships to be constructed therein are built under the agency plan.

That is, the Government is in complete control; it furnishes the money for the yards and the ships, but employs three companies as agents, on a fee basis not announced, to do the actual building. The yards and the agents are as follows: Hog Island, Philadelphia, American International Shipbuilding Corporation; Newark, N. J., Submarine Boat Corporation, and Bristol, Penn., Merchants Shipbuilding Corporation. The arrangements with these companies were not completed until late last summer, and construction work followed miraculously close upon the speedy organization of the designing forces.

The "fabricated ship" is one of the many interesting novelties developed by the war.

The design, which varies in detail for the ships being built in the three yards, has a simplified and almost rectangular hull section for a maximum length of ship, in which are used shapes and plates which are standardized and made up of ordinary structural material capable of being fabricated in any structural shop. The stern and bow sections and additional extraordinary fittings, making in all from 5 to 30 per cent. of the steel-work of the ship, depending upon the type of ship, have to be rolled from so-called ship sections, or of such shapes and in such form as to require a special shop. These shops are a part of the shipbuilding plant. All lumber and other fittings, and all boiler and engine equipment, will, so far as possible, be manufactured in separate plants, as a contract job, and be shipped, ready for installation, to the shipyard.

The problem in the fabricated shipyard, therefore, becomes one of assembly, with its contributing problems of routing, handling, erection and riveting. The designer must provide a railway yard capable of receiving a vast amount of fabri-

cated and manufactured material and distributing it as required to a long line of shipways on which is going on simultaneous construction of many similar ships—at the same time providing shops through which will pass, without interference with the fabricated material, that proportion of the ships' frames and fittings which requires manufacture at the yard.

The way in which this problem is being solved at each of the three yards is set forth in detail in the article from which we are quoting. Two of the plants will include housing and commissary arrangements for

great armies of workmen, and one, the Hog Island yard, include the interesting adjunct of a shipbuilders' school. Recruits at this school will be paid 30 cents an hour while learning the details of ship erection, and will be put through an intensive six weeks' course before being turned over to the real shipbuilding work as qualified workmen.

Substantial progress has been made in the construction of all three yards. The one at Bristol is the nearest to completion.

## MADAME ADAM, FEMINIST

THE enfranchisement of women in several States—and their probable national enfranchisement in the near future by the passage of the Federal Amendment granting nation-wide suffrage to women, has called the attention of the public to the careers of brilliant women who have been recognized leaders of serious movements, and whose activities have been inextricably interwoven with politics.

The most commanding figure among such women to-day is Madame Adam (Juliette Lamber)—novelist, essayist, nationalist, political leader—and from 1879 to 1899 the editor of *La Nouvelle Revue*. Madame Adam is not a suffragist, however. She writes:

I am not a suffragette, because I am an anti-parliamentarian. I desire to see great professional councils, of which, without any alteration in the law, women in France may become members. We have women bankers, women farmers and women traders. A great national council, composed not of men chosen by provincial councils and of exceptional women, would not present the lamentable spectacle offered by the parliaments of to-day.

Miss Winifred Stephens, who has long enjoyed the rare privilege of Madame Adam's friendship, has written a most comprehensive account of her varied and spectacular career<sup>1</sup>—which shows the influence a woman of integrity of character, political insight and brilliant mentality may wield on national affairs.

Madame Adam was born in the little Picard town of Verherie, on the 4th of October, in 1836. Her mental development can be roughly divided into three phases: her

childhood, when she was swayed between the influences of her father and grandmother; her middle life, when she was in entire sympathy with her father's opinions, and her later years, when she returned more or less to her grandmother's points of view. Her father was a Social Democrat who dreamed of absolute liberty, equality, and in the days of the Commune believed that his dream was realized. Mme. Seron, the grandmother, was a liberal monarchist, firmly convinced that a constitutional monarchy was the only form of government. Thus the precocious child grew up feeding upon the intense political discussions of two persons entirely in disagreement as to the fundamental principles of government.

"But," writes Juliette at the age of eleven, "I did not yawn, for my mind was interested in all matters political and literary."

To write Mme. Adam's biography is also to write one of the most momentous chapters of French history. For this remarkable woman has lived through the revolution of 1848, the *coup d'etat* of 1851, the agony of the siege of Paris, the civil war of the Commune, and two invasions of her beloved *patrie*.

As the mistress of a leading political salon, as the founder and editor for twenty years of an influential fortnightly magazine, *La Nouvelle Revue*, as for many years the intimate friend of Gambetta, of Thiers, of other French ministers, of the representatives of foreign powers and of such eminent French writers as George Sand, Flaubert, Victor Hugo, Alphonse Daudet, Pierre Loti, Paul Bourget, and Maurice Barres, she has not only kept her finger on the pulse of her great nation, but she has to some extent modulated its heartbeats.

<sup>1</sup>Madame Adam. By Winifred Stephens. E. P. Dutton Co. 255 pp. Ill. \$4.



LORD RHONDDA  
(Food Controller)



SIR ERIC GEDDES  
(First Lord Admiralty)



SIR JOSEPH MACLAY  
(Shipping Controller)



SIR A. H. STANLEY  
(President Board of Trade)

FOUR OF THE BIG BUSINESS MEN WHO ARE NOW RUNNING THE BRITISH GOVERNMENT

## GREAT BRITAIN'S "BOARD OF DIRECTORS"

**P**ERHAPS Americans do not yet fully realize how completely the business talents of the British Empire have been commandeered by the government for the purpose of winning the war, and how generally the old familiar type of British statesman and office-holder in administrative posts has been displaced by the business manager as we know him in America.

Writing in the *Saturday Evening Post* (Philadelphia) for January 12, Isaac F. Marcossion likens the British Cabinet at the present time to "a board of directors recruited from industrial pursuits that could sit on any problem of overhead cost and distribution that came up."

Not only have the British captains of industry left their desks and counting rooms, as Americans of corresponding rank in the business world have done, to help the government by their advice, but practically every important war activity in England is either dominated or controlled by such men, who are characterized by Mr. Marcossion as "drivewheels of the mighty machine of war."

The two most capable and conspicuous members of this group got their first practical training, as Mr. Marcossion points out, in the United States, and with typical American corporations. The name of Sir Eric Geddes, known as England's "handy man," has become known in all the Allied countries as second only to Premier Lloyd George as a directing force in England at

this time of crisis. He has reached this commanding position within two years and at the age of forty-two.

Born in India of Scotch parents, Geddes came to America in the steerage when he was seventeen. His father had given him a check for \$75 to be used for his return passage, but when he got to New York he mailed back the check, saying in one of his characteristically brief letters: "I think it will do me good to go on my own." Geddes started out with \$10 in his pocket and soon got a job as a typewriter salesman in New York. Then he drifted to Pittsburgh, worked at the Homestead Steel Works for \$1.50 a day, and at last got work as a section hand on the Baltimore & Ohio railroad in West Virginia. There he began to study train dispatching and telegraphy, and in time became the agent at Nicolette station.

With a keen desire to see America, Geddes went to Alabama, worked as a lumberjack, and learned the lumber business at first hand. When he was twenty-one he sailed for Australia, worked there as a shepherd, and turned up a year later in India, where the knowledge of railroading that he had gained in America enabled him to become foreman of a gang of coolies building a light railway through the jungles. Within five years he was traffic manager of one of the Indian railroads, and from that post it was only a step to the management of the great North-Eastern Railway system of England.

He was practically head of the system when the Great War broke out.

His rapid advancement and the extraordinary facility with which he has gone from one executive post to another since May, 1915, when he was made Deputy Director-General of Munitions, are matters of current newspaper record. After Lloyd George succeeded Kitchener as Secretary of State for War, Geddes was made Director of Military Railways and Director-General of Transportation in France, and his former railway experience at once came into play in building the light railways to bring supplies and ammunition to the firing-line. Then he was needed in the Admiralty and "became the only civilian in all history who could wear, if it were possible, a Major-General's and a Vice-Admiral's uniform at the same time." Since the retirement of Sir Edward Carson, Geddes has been First Lord of the Admiralty, and there are those who believe he is destined for the Premiership.

The career of Sir Eric Geddes has been strikingly paralleled by that of Sir Albert Stanley, who was brought to America by his parents when he was eleven and was educated in American schools. At sixteen he

was an office-boy with the Detroit United Railways; at twenty-two he was superintendent of the property; at twenty-eight he was general manager of the Public Service Railways of New Jersey; a few years later he was general manager of the Underground Railways of London. Stanley merged all of London's local transportation lines, applying lessons that he had learned in America. When the war broke out he was needed as Director-General of Mechanical Transport. As president of the Board of Trade, he has become the chief "promoter" of the British Empire.

Lord Rhondda, the British Food Controller, became well known in America three years ago as D. A. Thomas, then the Welsh coal king, and perhaps the richest man in the United Kingdom, who had been sent here as a sort of censor of munition contracts. It is said that he saved the British Government hundreds of millions of dollars. He went home by the *Lusitania* when she made her last trip, was in the water for three hours, and was saved by his strength and skill as a swimmer.

Sir Joseph Maclay, Shipping Controller, is another self-made magnate of business.

## THE FUEL ADMINISTRATION'S TASK



THE INADEQUATE SHOVEL  
From the *Eagle* (Brooklyn, N. Y.)

ON the evening of December 14, 1917, the Hon. Harry A. Garfield, United States Fuel Administrator, delivered an address, as presiding officer, before the Academy of Political Science at New York City. This address, which is now published in the "Proceedings" of the Academy, states "some of the fundamental facts with which those engaged in the Fuel Administration are called upon to deal."

One of the most significant of these facts, as brought out by Mr. Garfield, is that in the past twenty years the United States has trebled its coal output, the production of anthracite and bituminous expanding from 200,000,000 tons to 630,000,000 tons. The production indeed has greatly outrun the increase in population. The existing coal shortage is accounted for by the enormously increased consumption for industrial purposes. The small amounts exported—from 5 to 8 per cent—have not contributed materially to produce the shortage. Mr. Garfield estimates that the steam coal used by the railroads and the industrial enterprises

of the country, great and small, makes about 70 per cent. of the total. Twenty-four per cent. of our annual production of bituminous coal is used by the railroads and about 16 per cent. for domestic purposes. Of the anthracite, about 75 per cent. is used for domestic purposes.

In 1916 more bituminous coal was produced than ever before—502,500,000 tons—while in 1917 the product was 50,000,000 tons greater. Leaving the war out of account, this 10 per cent. growth would be about normal, and in order to take care of the extra growth of our industries and the war demands Mr. Garfield estimates that we should have something like 50,000,000 additional tons. We are actually producing about 1,800,000 tons per day, and we cannot meet our added needs by added production. All that we can do at this time is to conserve our supply.

The greatest factor in the entire situation, as Mr. Garfield fully recognizes, is transportation. In normal years thirty-five freight cars out of every hundred are filled with coal, but at present the proportion is much less. During the present season the allotment of cars has fallen to 11, 10, and even 7 per cent. of normal. Car shortage has



YOU SLACKER!

From the *World* (New York)

prevented operators in the bituminous regions alone from shipping out 20,000,000 tons of coal. This is partly because cars are being used for other commodities.

Our readers will note the article contributed to this number of the *REVIEW* by Mr. Harrington Emerson on a different phase of the coal situation.

## SCIENCE AT THE FRONT

LAST spring a commission of six American scientists was sent to Europe by the National Research Council to investigate the application of science to war, as illustrated on the Western Front. The chairman of this commission was Professor Joseph F. Ames, who has been for many years at the head of the Department of Physics at Johns Hopkins University. The results of Professor Ames' observation are to be given in a series of articles contributed to the *Atlantic Monthly*. The first of these appears in the January number.

These American scientists were eagerly welcomed by their French and British collaborators, with many of whom they were already personally acquainted. Every opportunity was given them both at Paris and at London to see laboratories, factories, testing grounds and every form of apparatus through which science is cooperating with the military power in the stupendous effort that is being made by the Allies to win the war. The American commissioners were impressed by the growing influence of science

in the shaping of military movements. In some instances they were greatly surprised to find that professors of pure science were attached to military staffs and were contributing in an important way to plans for actual field work.

For example, a famous geologist was found at headquarters studying and marking areas on a geological map of Flanders. On this professor's table was a map of the district directly east of Ypres. He was coloring certain areas red and others various shades of blue. He was also marking certain points and drawing a few straight lines. When Professor Ames asked what it all meant he found that one color signified, "Here it is safe to make dugouts"; another, "Here you will strike rock"; another, "Look out for quicksands." The points meant, "Dig for water" and the straight lines, "Here you may make tunnels or burrow mines." One reason given for the great success of the British operations at the Messines Ridge, when fifty or more mines were exploded, was the skill of the geologist who



planned their location; for in some cases they were so surrounded by quicksands that the Germans could not countermine.

In the department of chemistry, the British and French scientists have been strikingly successful in dealing with the problem of poisonous gases. The soldier's only protection against these gases is a mask that may be put on quickly and which is so constructed mechanically that the man can breathe in and out without strangling. It was put up to the chemist to determine what substance should be put in the passages through which the air is inhaled so as to absorb the poisonous gases. The way in which this problem was solved, says Professor Ames, excites the admiration of the world and the real scientific work done in connection with it is declared to be a great contribution to pure science.

In his own field of physics Professor Ames was impressed by the great relative importance of acoustics in the war, but there are many applications of other branches of physics especially in the phenomena of light and electricity. Professor Ames describes the sight of an airplane spotting the fire of thirteen inch guns, the firing of the guns in order by directions from the air, the speedy reaching of the target, and the consequent destruction of the enemy battery twelve miles away! "Science was used every second: signals to the airplanes, wireless messages back, and the aiming of the guns with all the accuracy of geodesy." In all these applications of science to war-making Professor Ames declares that the Allies have a marked superiority over the Germans.

### How About Our Own Aircraft?

As to the utilization of science for military purposes in America, Professor Ames seems less confident. In a recent letter to the editor of the *Atlantic Monthly*, published in the "Contributors' Column" of the January number he says:

I have just returned from a visit to the aircraft works in Buffalo, Detroit and Dayton. This was an official visit and so I have seen everything there is to be seen in regard to our aircraft program. . . . The Liberty motor is coming along splendidly, and it is going to be a great success. But we are not going to have any mechanics competent to repair it. It takes longer to train a mechanic than a pilot. Major Vincent, the man who designed the motor, told me that it would be over a year before we could hope to have mechanics even in small numbers. So far we have made one airplane suitable for use in Europe. The manufacturer assured me that his company could not be on a production program until after the first of July.

We are having a large number of school planes made but there are no engines for these. The man who was entrusted with the work has fallen down completely. Even if we were to have the school planes ready we do not have one-tenth the requisite number of teachers, and cannot hope to get them for six months.

It is very hard to place one's finger on the man or committee responsible for this condition. As far as I could see, the evil is a fundamental one. This country and its officials are possessed with the idea that everything must be labeled "made in America," and the difficulties into which we are now running are those which any man might have foreseen. As a matter of fact, within three days after my return from Europe in June I made this whole matter the subject of my report to the Aircraft Production Committee. No one believed me, and although I had a good solution it was refused.

## THE USES OF GEOLOGY IN WAR

IN the foregoing article allusion is made to the importance of the work assigned to geologists on the Western Front.

Our Department of State recently made public certain German censorship regulations in which the German Government made known what German newspapers are allowed to print and also what they are prohibited from publishing. One of the prohibited paragraphs, dated May 25, 1917, contained the following:

The publications which permit to be recognized the effectiveness of *geology* or kindred sciences in service of the army are not permissible in the technical as well as in the daily press.

An interesting article entitled, "Scientific

Warfare, or Geology and Its Importance in Modern War," published in German newspapers, was reproduced in the New York *Staats-Zeitung* of November 27, 1917. A sapper officer, Captain Kranz, in Strassburg, who has given much attention to geological problems, called attention to the great importance of geology in modern warfare. Taking Captain Kranz' studies as a basis, in a recent address made for the benefit of the German Red Cross, Professor W. Salomon, head of the Geological-Palaeontological Institute of the University of Heidelberg, summarized the advantages of geological knowledge for a modern army as follows:

It enables the erection of firm supports in

the construction of barricades, trenches and fortresses. For when field positions are to be made it is of enormous advantage to select the most firm material, and if possible to compel the enemy to dig himself in less suitable ground. Equally necessary is the rapidity shown in digging trenches and passages for the laying of mines. The present war as never before has demonstrated that it is locally of decisive importance whether in a few minutes a troop has succeeded digging in, to protect itself from the infantry fire of the enemy. It must be clear that such action is only possible in loose boulders.

Geological knowledge has also made possible the construction of drinking-water plants. For with the impossibility of bringing drinking water to the field positions during the day, and difficulty during night, it is of great importance that it be obtainable on the local spot. The removal of rain water and sewage from the ditches, trenches,

and fortresses is also a factor. One of the health-injuring phenomena experienced by German troops in Northern France and Belgium during the rainy season of the winter has been the extended accumulation of large quantities of water in the trenches. In many places conditions were bettered by pumping out the water. But as Kranz has shown in his writings, the geologist can relieve the situation by digging with a hand-borer for a few minutes, or, owing to his knowledge of the condition of the ground, he can be certain that at a certain depth a pervious layer of sand or loose rock is to be found. In such a case, by building narrow shafts, or by laying drainage pipes, the water can percolate into deeper strata, and thus drain the trenches.

Geological knowledge made possible the securing of certain raw minerals, needed for war purposes, formerly imported and now found in Germany.

## AMERICAN CENSORSHIP IN FRANCE

**W**HICH nation is maintaining the strictest censorship in this war? A correspondent of the *New York Tribune*, Mr. Heywood Broun, writing under date of December 23, asserts that with the possible exception of Germany and Turkey that nation is the United States. The brilliant methods adopted for "keeping information from the Germans" are illustrated by the handling of news about the Rainbow Division since its arrival in France. Some time after the division had landed, the censor permitted the statement to go to America that "certain units of the Guard of almost all the States are now in France."

Of course, the German Intelligence Department knew that the Rainbow division was in France, but if it was still ignorant of the fact that the message suggested by the censor gave it away. That is, it gave it away to the German intelligence officer who made a study of our military system and knew that "certain units of the Guard of almost all the states" must be the Rainbow Division. At the same time, the average newspaper reader in America would be deceived by the camouflage.

The German papers get news of the American army long before it is freed for publication back home. And much of it remains exclusive. For instance, German newspapers printed again and again the fact that American troops were training in the Vosges, and French papers carried the names of some of the towns, but nothing was said to America, and nothing can be said yet.

In every other country political censorship is kept distinct from military censorship, but any American news that goes out from



THE AMERICAN EAGLE WON'T SCREAM ON SKIM MILK!

From *Collier's* (New York)

France must pass a military censor, however remote its connection with the Army may be. Mr. Broun's contention is that the censor should be a civilian independent of military control except in army news.

It is interesting to have, from a newspaper correspondent, a statement as to the kind of matter that he would forbid publication if he had the censor's job. Mr. Broun would begin with the weekly summaries of news issued by our own War Department! These have been condemned, he says, by "a high officer in the American Army." They have minimized the enemy's gains and then after these could no longer be concealed have predicted a big German offensive just at a time of despondency on the part of the Allies. This correspondent also blames the censor (somewhat illogically, perhaps) for much of the "absurd optimism" that has colored dispatches to American papers.

Mr. Broun assails the censorship not only

for what it has prevented correspondents from saying, but also for what it has permitted them to say. He admits that "we newspaper men have overplayed every slight piece of news to such an extent that the French and English laugh at us." As a case in point Mr. Broun cites the story of a patrol by American and French soldiers, a routine patrol such as takes place at hundreds of points along the line every night, which was printed in one New York newspaper under a two-column headline, "American Troops Go Over the Top."

After thousands of words had been sent to the home papers about the solitary German captured by the Americans the French began to joke American comrades about the affair, asking, "How is your prisoner to-day?"

In Collier's (New York) for January 12, Mr. Wythe Williams, also writing from France, expresses opinions of the censorship similar to those of Mr. Broun.

## THE FIASCO OF THE GERMAN POLICY IN POLAND

GERMANY'S policy in Poland is at present being widely discussed by the press of Germany. The German journals complain bitterly of the irreconcilability of the Poles, and admit openly that in the Polish policy the German Government has suffered an indubitable loss.

The behavior of the Poles of all the three divisions of the former Polish Republic and of the Poles abroad, with the exception of a mere handful, has evinced that the Polish nation has not accepted as the realization of its aims the act of November 5, 1916, by which Germany and Austria created the so-called independent Kingdom of Poland; the behavior of the Polish nation has shown that its demands extend farther—that Poland does not want to become a small mutilated subject state in the German scheme of "Mittel Europa," but that she wishes to be united, whole, and great.

The act of November 5, 1916, failed to incorporate with the kingdom of Poland any part of the old Polish Republic but the Russian part. Russian Poland, despite so long a period of unparalleled misfortune and sufferings, assumed an attitude of passive resistance, and has maintained this attitude with dignity and gravity. The creation of

a Polish army by this visionary Kingdom of Poland upon which the Central Powers had so much relied has not come to effect. The Polish nation has not given, and voluntarily will not give, soldiers to the Germans. The meagre band of Polish volunteers that arose in Austrian Poland in 1914 to fight against Russia for the independence of Poland has refused to take the oath of fidelity to the two Teutonic Emperors; and to-day, whether incorporated into the Austrian army or disarmed, the Polish Legionaries must share the lot of the prisoners of war. The free knights of so-called free Poland are under German guard, and the creator of the Polish Legions and their brave chief, Gen. Joseph Pilsudski, is in Prussian captivity.

Austrian Poland, which has been restricted relatively least of all, has definitely declared in resolutions adopted by chambers of deputies and approved by the expressions of cities, universities, alliances, and representatives of all parties, for an independent, united, entire Poland with access to the sea.

Ill-humor provoked by what is called "Polish ingratitude" is expressed daily in Germany with renewed force. In vain do the Catholic journals preach moderation. On all sides there is proclaimed the fiasco of

the Polish policy of ex-Chancellor Bethmann-Hollweg; yet though some journals accuse the German Government itself, it is the "ungrateful Poles" that are assailed most violently by the great majority. To the Conservative Junker press the policy of the Central Powers seems more and more dangerous, as the creation of "independent" Poland imperils the Germanization of Prussian Poland. With what exasperation the German press to-day talks of the Poles and how haughtily it addresses them, a few eloquent examples will amply illustrate:

The *Deutsche Tageszeitung* states that agreeably to the opinion of the German military authorities, the German frontiers on the East must absolutely undergo a change; and Courland, after this war, ought at least to constitute territory for German colonization. An entirely different question is, what will become of Poland. Germany cannot justify the least interest in the deliverance of the Kingdom of Poland.

We Germans are interested here solely in a secured frontier of the German state, within the limits of which all should be German. Beyond that, this chick hatched by the Chancellor of the German Empire, should be left in peace to its fate, whether it wishes to become self-active or to return to Russia.

The *Koelnische Zeitung*, in an article about the resolution adopted unanimously on May 28, at a meeting in Cracow, Austrian Poland, of the deputies to the Austrian Parliament and the Galician Diet, demanding an independent, unified Poland with access to the sea—that is, with Austrian Poland and Prussian Poland, including Dantzic, the old Polish port on the Baltic—says that it must be regarded as "childishness and effrontery" to demand of Germany and Austria parts of their states under pretext of their having once been Polish:

The defeat of the Russians at Tannenberg and on the Masurian lakes, and the battles that ensued in consequence of the breaking of the Russian front at Gorlice, were effected, first of all, in the interest of Germany and Austria-Hungary, and the circumstance that they contributed at the same time to the initiation of the liberation of Poland cannot be for us a reason for the return of all the territory beyond the Vistula delivered from the Russians to Poland—and this to a Poland that according to the Cracow resolutions does not know how to show us gratitude, but, with an arbitrary gesture, is astonished that she does not get still more. This is arrogance that compels us to recall that the die for the final fortunes of Poland has not yet been cast, and the words that have fallen in Cracow cannot encourage the two governments occupying Poland

to proceed along the road indicated by the act of November 5, 1916.

In the course of barely a year and a half of occupation the Teutonic Powers have accomplished in Poland a quite important preparatory work for the future state, declares this journal. Without this forework, the Poles would not be able to make one step towards the reconstruction of the Kingdom of Poland; and to-day this state is not only "free and independent," but is also able to carry on trade.

Let the Poles beware lest the rising state sustain loss through the fact that a group of wanton politicians do not recognize and do not want to recognize the conditions under which the old dreams of liberty and independence can be fulfilled. It was not Polish forces that gave body to these dreams, but the powers victorious in the world war, Germany and Austria. It is our duty in sight of the fallen and in sight of the future of our Fatherland to see to it that Poland should not again become the scene of Russian attacks against us, and further, that in the new Poland there should not arise a state that on our flank would menace us more dangerously than Russia. If the game started in Cracow shall continue, there will be taken into consideration as well in Germany as in Austria-Hungary whether the heads in which sober judgment has been muddled to this degree by liberty can be entrusted with the further reconstruction of Poland, which before Nov. 5, 1916, was regarded as possible.

The *Berliner Tageblatt* observes:

The idea of Polish nationality, which has been a weapon of which we have made use for combating our enemies and defending our frontiers, has become for the future of Germany the most dangerous project. The Polish question is really the most important for us, in war as well as in peace—much more important than the fate of Belgium or of Albania. On it depends the future of eastern Prussia as a great power and, in consequence of that, the future of the Empire.

The *Deutsche Zeitung*, one of the principal Conservative and anti-Polish organs, refuses absolutely to admit that in the present circumstances the German Government may be disposed to organize definitely the Polish state. It is true that in the kind note published by the German Government the Poles were allowed to hope that their state would soon take its place in the rank of the autonomous nations of Europe.

Fortunately, there are many ways of comprehending the autonomy of a state. But we Germans have, in this regard, a view different from that of other peoples. We do not want to give the Poles an appearance of autonomy; we shall grant them solely the right to administer themselves in the measure in which they have need of it to develop their national qualities, without putting our fatherland in peril.

# THE NEW INDUSTRY OF FUR FARMING



TAMED MINK

(The mink was one of the first fur bearers to be domesticated, and was propagated successfully in the State of New York fifty years ago. If taken young it is tamed easily, but owing to its capricious temper it becomes dangerous to handle as it grows old)

**C**ONSULAR reports and magazine articles of five years ago furnished some tantalizing reading to those people whom invidious circumstances prevented from migrating to Prince Edward Island to embark in the lucrative business of "fox ranching." This novel industry had then reached the stage of prodigiously inflated prices. The imagination of plodding mortals in other parts of the world was fired with tales of fox cubs sold for breeding purposes at \$15,000 a pair. Indeed a company whose stock-in-trade was a single pair of these animals would be capitalized at \$18,000 to \$20,000, and pay good dividends on the investment.

The industry still flourishes, but it has come down to earth, and it has spread from its original focus over a wide area. Farming for furs, not only of foxes, but of various other animals, has now become a stable and normal occupation, destined to assume large proportions by a process of healthy growth. Just where it now stands is explained in the *American Museum Journal* (New York) by Mr. Ned Dearborn, assistant in the U. S. Biological Survey. Mr. Dearborn is our leading authority on this subject, and is the author of a Farmers' Bulletin on "The Domesticated Silver Fox," published by the U. S. Department of Agriculture in March, 1917.

Some sixty million dollars' worth of North American furs are marketed annually in the United States and England. No wonder that the number of fur bearers is steadily decreasing. Driven farther into the wilderness by the advance of the farmer, they are followed into almost inaccessible regions by the trapper, who is urged on by the stimulus of high prices. It is evident, therefore, that the demand for furs before many years will exceed the supply, unless this supply can be increased by artificial propagation.

To meet these conditions a new industry is springing up—that of fur farming, or the raising of fur-bearing animals in captivity. Generally speaking, fur-bearing animals are easily domesticated.

Experiments have been carried on for some years, until now success with at least a few animals is assured, while others are being tested with good results. About one-half the fur bearers of North America seem suitable for domestication, and of these the mink, the skunk, and the silver fox have been bred successfully in many parts of the United States and Canada. Among those which have been only partly tested for this purpose are the marten, fisher, otter, blue fox, raccoon, and beaver. Experiments, however, have been sufficiently conclusive in most cases to predict ultimate success with these animals also.

The first of the wild fur bearers to be domesticated in this country was the mink, whose soft, dark brown fur is one of the most durable as well as most beautiful. It is nearly fifty years since a man in Oneida County, New York, began to breed and sell minks for propagation. In those days it was a profitable undertaking, the skins being high priced and the live animals bringing \$30 a pair. Later, owing to a period of financial depression, the business became unprofitable and was abandoned. After being almost forgotten as a money-making industry, it has been revived and, where conditions have been favorable, has proved more than satisfactory to those engaged in it.

A fur bearer peculiar to the Western Hemisphere, the finest specimens being found in the United States, is the skunk. Its glistening black fur of medium length is very attractive and has a ready sale notwithstanding the fact that long use causes it to fade to a reddish brown color. This animal, so commonly found even in well-settled districts, was first tried for domestication about thirty years ago. To-day the number of skunk breeders in this country is greater than that of all the other breeders of fur animals combined. This pretty animal is easily tamed and, aside from its one objectionable feature, the offensive scent glands, which can be removed easily, makes quite as pleasing a pet as a kitten. The trade in skunk furs alone amounts in the United States to three million dollars a year.

The silver or silver-gray fox, now permanently domesticated, is found over the greater part of the United States and Canada. High-grade skins of this animal are worth from

\$1000 to \$2000 each. Fox ranches are now found in most of the Canadian provinces and in about fourteen States and Territories of the United States.

Mr. Dearborn sets forth in some detail the conditions of location, management, feeding, etc., which must be fulfilled to ensure success in fur farming, and points a few of the improvements that have already been

secured in some degree by selective breeding.

Within sixteen years of the time the two pioneer fox breeders of Prince Edward Island built their ranch they had eliminated the tendency of the silver foxes to produce red progeny and were sending to market the finest fox pelts in the world. As with poultry, horses, and other farm animals, so it is with fur bearers. Each breeder should strive to perfect his stock according to some standard.

## EXPLORING AND PROSPECTING BY AEROPLANE

ONE of the many uses to which, when the present turmoil is over, the world will put its huge air fleet is plausibly set forth in *Flying* (New York) by a veteran American explorer, Mr. R. H. Millward. His idea, in its general aspects, is by no means a new one; the undertakings he forecasts have been talked about for some years, but always in the future tense. Readers of the REVIEW OF REVIEWS will recall the plans that have been laid to explore the interior of New Guinea by balloon and the polar regions by aeroplane. The new note in Mr. Millward's article is the emphasis he lays upon aerial methods of exploration as a means of developing the resources of regions now cut off from civilization by natural barriers, and incidentally of improving the condition of their inhabitants. He speaks with the authority derived from long experience in prospecting according to the methods heretofore in use.

South and Central America are particularly rich in precious minerals, hardwoods, gums, fibers, tanning and dyeing materials and medicinal plants, and the development of these commodities has been but superficial in character. Exploration work has been carried on only in the most primitive manner, and the results have been slow and discouraging. Where explorers have required years to cover certain stretches of jungle lands but weeks will be necessary with the aid of the aeroplane. In the future, reports upon concessions will be made by explorers, in coöperation with the aviator, and expeditions will no longer prove to be so costly and fruitless as they have in the past.

An important source of that scarce and costly metal, platinum, is a certain remote locality in Colombia, where the industry is in the hands of a few Armenians, who secure by barter from the Indians, at the rate of about two dollars an ounce, a metal which

sells at \$125 in the world's markets. The aeroplane would serve to break up this monopoly and would greatly benefit the now mercilessly exploited natives.

The mahogany industry is an excellent example where aircraft can be used to great advantage. These valuable hardwood trees are found in jungle lands and it is difficult to make rapid headway in locating the stand and estimating its relative density. In the exploration of mahogany there has been practically no advance or improvement of any kind made in the method of procedure for over a hundred years and the same daily routine obtains to-day as in the time of our great-grandfathers. Expeditions are fitted out, at great expense, for cruises of long duration, and the operation of locating and measuring the stands is most tedious in character.

Men of unusual strength and endurance are required in opening up of a jungle country and only those who have been bred to the axe and machete will survive. The distance covered in a day varies, of course, according to the density of the jungle growth. We have made as little as two miles in a single day and have covered as high as thirty-three miles, where thin forests or open savannah or marsh lands have been encountered. In mapping the Department of Peten in Guatemala, the greater part of five years was required, under the methods then obtaining; but I am convinced that the same results could have been secured with the aid of an aeroplane in less than four months. Spotting mahogany trees and determining the relative density of their growth can be ascertained by aeroplane in from 5 to 10 per cent. of the time required by the method now employed.

Essentially the work of an explorer is that of making a preliminary survey of a region and determining its value from either a scientific or commercial standpoint. Mahogany trees can readily be spotted by their foliage rather than by their trunks and the trained explorer will be enabled to determine the value of a given tract, with the aid of an aeroplane, and see at a glance whether or not it would be profitable to work. In this manner hundreds of acres could be cruised each day and all waste and barren lands quickly eliminated from any further consideration. Numerous base camps, now necessary for the support of an expedition, would be dispensed with



and a great unnecessary expense saved. It is conservative to estimate that this class of exploration can be carried on by aeroplane at from 5 to 10 per cent. of the present cost.

During a heavy rainy season along the Rio Pasion in the Department of Peten, in 1913, forty-three men died of dysentery and malignant malarial fever. This would not have occurred had

I been able to get medical supplies by aeroplane. I have covered on foot over twenty thousand miles of jungle lands and spent the greater part of twenty-one years of my life in the task. I am satisfied that I could have covered the same distance and accomplished the same results, with the aid of an aeroplane, in two years of exploration.

## STRIKING AND WAR-MAKING

**B**ETWEEN April 6, the date of America's entrance in the World War and the close of the year 1917 the newspapers have reported about three thousand strikes and labor difficulties, most of them affecting industries engaged in the manufacture of war materials. In this number were included many unimportant strikes which lasted only a short time and involved only a few men. But it is asserted by Mr. Burton J. Hendrick in *Collier's* for January 12 that in the last half of 1917 about one million American workingmen have left their work for shorter or longer intervals. Here are some of the instances:

There were thirty-three strikes or labor difficulties among the men who built our army cantonments. Similar troubles delayed construction at our great aviation fields, at our Federal arsenals, at naval hospitals, and at our navy yards. A majority of the makers of munitions have had more or less trouble with their men. It had been planned to build destroyers by the hundreds to be used in fighting submarines, but the construction of the greatest of the new destroyer plants has been delayed for months because of strikes over the open shop. Longshoremen have quit work at the New Orleans and New York docks on ships being loaded with supplies for our soldiers in France. Strikes in shipyards have kept idle for a longer or shorter time 25,000 men in San Francisco, 25,000 in Seattle, 4000 in Portland, Ore., 35,000 in and around New York, 12,000 in Norfolk, and 9500 in Washington, D. C. Lumbarmen whose product is needed for our wooden ships and airplanes have quit work to the number of 4000 men in Oregon and Washington.

Although copper is indispensable in making ammunition, nearly 25,000 men have held up operations in the copper mines of Arizona, California, and Montana. Strikes in our coal mines have involved 128,000 men. In the industries providing clothing for our army 7000 khaki weavers have struck and

about 25,000 shoemakers. Nearly 10,000 of the Omaha and Kansas City packers who are engaged in preparing food for the soldiers have temporarily quit work. These are only a few of the trades engaged in producing war material which have suffered interruptions of production due to labor difficulties. The making of the famous "caterpillar" tractors at Peoria for military "tanks" was delayed for nearly three months by an attempt to unionize the plant.

Shipbuilding has been greatly retarded already and is likely to suffer still further interruption from strikes for extra wages. Mr. Hendrick is inclined to attribute much of this trouble to the fact that many contracts were let last summer to shipbuilders on the "cost-plus" system and the workmen have assumed that in demanding additional wages they were simply asking the contractor to take the increase out of Uncle Sam. The increased cost of living has, of course, afforded legitimate grounds for higher pay in many instances. But whatever may have been the merits of these demands for increased wages, the fact is that at the present time the workers in American shipyards probably represent the highest paid skilled labor in the world. Mr. Hendrick finds that "riveters and fitters who are earning \$90 or \$100 a week are scarcely the exceptions." With an enormous demand for labor and a great scarcity, these men have simply taken advantage of a business opportunity.

Somehow this labor situation will have to be dealt with. England, in a similar crisis, passed a law declaring strikes illegal and punishing with life imprisonment anyone who incited to a strike. The same law gave the Minister of Munitions power to control munition factories and limited the profits of manufacturers to one-fifth more than the average of the two years preceding the war. The unions agreed on their part to accept the wages existing at the time of the agreement with a proviso to increase them

if necessary three times a year in accordance with the increased cost of living.

These increases are paid, not by the manufacturers, but by the Government. The unions abandoned all their restrictions—

limitation of output and apprentices, employment of women, etc. At the end of the war, the understanding is that the old standards will be automatically revived. Such an agreement might not work here.

## A FRENCH ESTIMATE OF RODIN

THE recent death of the illustrious French sculptor lends a fresh interest to studies of his work and character. The opening article of the December *Mercure de France* (Paris) analyzes the man and his achievements, and points out his limitations as well as his powers.

Rodin, M. Morice observes, is a perfect epitome of a half-century of life and art. Future generations will by his work be able to form a just idea of the value of those fifty years of keen desire and agitation. It may seem strange that an artist, pure and simple, should have such significance, and he himself would have been reluctant to admit it. A critic should not in an artist's life-time hamper him; when dead, precautions are needless. Rodin can stand the truth, and we owe it to him to tell it.

The works of an artist mark the stages of his life. Those of Rodin reveal his inner self more profoundly than would a direct confession.

The trials which beset Rodin's youth and pursued him to the eve of old age left an indelible impress upon him—he could not forgive Fate for all the time lost, for having to undertake too late a neglected culture. His very real intuitive and reasoning powers were clouded by a spirit of mistrust; he had a poor knowledge of men, knew not how to draw out the purest in them.

His master quality was a *feeling for Nature*. All his gifts reached their acme when that came into play. There are artists who hold that not everything in Nature is beautiful—that feeling put Rodin beside himself. "Everything in Nature," he claimed, "has absolute beauty. No flower, no cloud is ugly." A simple doctrine, from which he never swerved. His first remarkable work, "The Man with the Broken Nose," is a strict application of his theory. Rodin persuaded himself that the artist has no right to correct life: the beauty of an attitude lies in its truth. He did not accept the word *ideal* in any sense; believed the artist should kneel eternally before the material world. That was his theory, but in reality his worship of Nature embraced an infinitude of thoughts, and he wrought with intelligence and devotion in her service.

In 1877 his "Age of Bronze" was exhibited in the Salon. It is essentially realistic, but still smacks of the studio. From 1882

to '97 we have the series of grand figures, decorative as well as realistic: "Eve," "The Kiss," "Ugolino and His Sons," and other colossal figures, the "Bourgeois de Calais" standing out as the most complete expression of the master's thoughts. In 1900, at the Exposition, Rodin displayed an enormous number of his works. That date marks the end of public and official resistance. He enters definitely the path of unclouded glory.

The number of Rodin's productions is legion. They would account for the ceaseless activity of many lives. "I am a man," he remarked, "whose life is not long enough to complete my thoughts."

Those familiar with Rodin's perpetual struggle in the cause of art must salute him as a hero: a hero, a conqueror, and a savior—struggling, too, thirty years or more under distressing material conditions. Let us ever gratefully remember that he freed sculpture from its academic tutelage.

The fragmentary aspect of much of Rodin's work has aroused innumerable controversies. In using that method the artist draws the spectator's attention exclusively to a certain point, thus declaring his ambition to be limited to that point. And that is what Rodin has done.

Sensibility, sentiment, the life of the soul, in short, are rarely found in Rodin's work: it is there where his wings fail him. And it is thus, as a materialist, that he harmonizes so wonderfully with his epoch. It is not disparaging the artist to say that he exhibited traces of his time. It is evident that that time was obsessed by "Nature" in its material aspects. He submitted, then accepted, then glorified that tyranny.

A confused protest against atheism, internationalism, pessimism, greeted the opening of the 20th century: we hear its formidable echoes in the Great War, where so many things dead are resuscitated. It was not Rodin's fate to participate in this awakening of idealist thought. His nature forbade him to react directly against the fatalities of his time. He detested it, but felt himself part of it, and bowed in advance to his successors, whom he adjured to heighten the glory of life.

Rodin has been reproached for not rallying youth about him, to direct and lead it. Though his speech was at times singularly luminous, he could not count upon it; he had not the gift of exposition. He could only work; by his productions alone could he teach the world. And that he did.

## JAPAN AND DEMOCRACY

IT is quite possible for an empire to be thoroughly democratic in essential principles, as witness the British Empire. Equally true is it, however paradoxical it may seem, that a republic may be flagrantly autocratic, as none could deny who knew Mexico under Diaz. Yet it is natural enough that President Wilson's recent pronouncement that the chief aim of the present war is to make the world safe for democracy, should rouse discussion not only in the Central Powers of Europe, but among those of our allies who retain the imperial form of government. The *Mercure de France* (Paris) is our authority for stating that this question was recently raised in the Japanese Chamber of Deputies by certain representatives, but that the government refused to make it a subject of debate. The same magazine proceeds to quote some interesting remarks upon this theme, from the pen of Professor Foukouda Tokouzo, of the University of Keio, in *Information d'Extrême-Orient* ("Information of the Far East"):

That the autocracy of Germany is a very out-of-date system is the opinion of many Germans themselves, as is proved by the dispatches we are at present receiving from Europe concerning the political crisis in Berlin. Among us, in Japan, German autocracy has never struck root, and we refuse absolutely to acclimatize it here. We are even resolved to destroy this autocracy as our enemy, in concert with the English, the French, and the Americans. . . . I am tempted to say that there is no antagonism between our own form of government and democracy—even that they are in accord. I say "democracy" and not "demagogy," from which Japan must be preserved.

There is another distinction to be made. The democracy of the ancients was purely nominal; it was not a true democracy. *Demos*, in reality, was not the multitude, but a special class in the nation. Formerly the democrats were concerned only with political affairs. But it were an error to believe that politics was an important part of civilization and of culture. In the seventeenth and eighteenth centuries political progress occasioned the progress of civilization and the preponderance of the *bourgeoisie*, the heart of the nation, came to be regarded as necessary, in order to annihilate the privileged classes. Hence the placing of the bourgeois in power was essential, and the establishment of representative rule a matter of the first importance. To obtain these ends the political party appeared to be the most efficacious weapon.

The social basis of the two privileged classes was real estate. The citizens, on the contrary, derived their power from their personal property. The democratic politics of the eighteenth century appears to me as the expression of the

conflict between the owners of personal property and the holders of real estate; its two doctrines are the liberty of the individual and the guarantee of property. But the persons in possession of property, whether real or personal, are far from forming a majority in a country; they cannot pretend to represent the entire nation. The multitude lacks property. Hence what is called the guarantee of property has no meaning to a large part of the citizens. What is called the liberty of the individual is the privilege of the property-holding minority; for the *plebe* there is no liberty! . . . Among the hundreds of articles in civil codes, four-fifths protect solely those who have some means of existence; only a few relate to contracts . . . and are drawn in favor of men who live by labor without possessions. . . . In fine, democratic politics bears no relation to the welfare of the largest number of the citizens of a country. The legislative results of political parties are almost worthless for poor people; only the property-owning class benefits by them. . . . Hence Japan would make a mistake if, in imitation of Europe, she should install a régime of false democracy. And if it be really true that in the great European war we must regard one side as the partisans of this outworn democracy and the other as those of autocracy, better for Japan not to take sides!

After this somewhat pessimistic declaration, the learned professor goes on to remark more hopefully that both in Europe and in America new democratic tendencies are becoming more and more marked, and that the men fighting against German autocracy have in view the welfare of humanity in general.

The doctrines of the new democracy are primarily economic security and the protection of life. This democracy has therefore, above all, an economic character.

In Japan, under the Tokougawa Shogunate, the security of life was assured; in fact, for the laborer to remain faithful to his work implied social guarantees. It is true that the division of Japanese society into four classes was very severe and that individual liberty, in consequence, was extremely limited. This must be noted in comparison with present conditions; but it must not be forgotten that this strict division into classes was a condition of social security.

The democrats of to-day wish to reconcile the guarantees of former times with a new democratic estate, more extended, more complete. There is no question now of protecting the ancient classes—samurais, agriculturalists, etc.—it a matter of protecting the whole nation. Such is the true democracy! This ideal is not in contradiction with the national spirit of Japan—quite the contrary! It may be said that it is an enlargement of the reformist spirit of the *Taika* epoch in the pre-feudal era.

This formidable war has shown that the value of soldiers to a nation is greater than the merit of generals and statesmen. Democratic tendencies are fortified by this fact. Only the nation wherein the people, the vital force of societies, possesses full security—that nation alone has the right to appeal to the people, to mobilize them at critical moments.

## PROVINCES IN DISPUTE BETWEEN CHILE AND PERU

THE importance of removing, as far as may be, all elements of future discord among nations is one of the lessons that the great war has taught us, and hence it is recognized in both Chile and Peru as eminently desirable that some satisfactory settlement of the long-standing question as to the eventual ownership of the provinces of Arica and Tacna should be reached. These provinces were ceded temporarily by Peru to Chile by the terms of the treaty of peace that put an end to the long and bitter conflict between the two nations in 1884. At the same time the province of Tarapacá was ceded by Peru unconditionally.

An impartial statement of the history and the present status of this vexed question is contained in an article published in *Cuba Contemporánea*, by a Chilean, Señor Felix Nieto del Río.

At the time the provinces of Tacna and Arica were surrendered to Chile it was provided in the treaty that at the expiration of ten years, that is to say, in 1894, the definite ownership of the two provinces should be determined by a plebiscite. When, however, the appointed term had been completed, the difficulty arose that the treaty had failed to provide the exact conditions under which the vote was to be taken. Hence, although the Chilean Government declared itself to be quite ready to carry out the general provision, an irreconcilable difference developed as to those who were to be entitled to cast a vote. Chile held that all actual residents had a right to exercise this privilege, while Peru contended that the voting should be confined to those who were residents in 1884, when the treaty was signed.

As in the ten-year interval, Chile had actively encouraged the establishment of Chilean settlers, and as many of the former Peruvian inhabitants had gone away the chances were overwhelmingly in favor of a permanent annexation of Tacna and Arica to Chile if all the actual residents were permitted to vote, while in case the only qualified voters should be the resident Peruvians the decision was equally certain to be the other way. The treaty provision that the losing side in the election was to receive from the other party 10,000,000-pesos in silver was not regarded by Peru as a satisfactory offset for her territorial loss.

After fourteen years of more or less active negotiation, leading to no practical result whatever, diplomatic relations between Chile and Peru were at last severed in 1908, ostensibly because of a quite unimportant dispute concerning the refusal by the Peruvian Government of a crown offered by Chile to be placed in the crypt dedicated to the heroes of the war.

The long delay served to crystallize the belief prevailing among many Chileans that the provisions of the treaty as to the retrocession of the provinces were merely formal, and designed to veil an actual cession, while on the other hand the Peruvians were inclined to regard the failure to hold the promised plebiscite as invalidating the entire treaty, and thus making imperative the return of the ceded provinces, the "captives."

The question as to Tacna and Arica has become complicated with that regarding the province of Antofagasta, which was ceded to Chile by Bolivia, an ally of Peru in the early part of the war. This province constituted the Pacific outlet of Bolivia, and in the final adjustment of the debatable questions between the two countries in 1904 Chile agreed, in the interests of international equity, to construct a railroad leading from the Pacific port of Arica, in the province ceded by Peru, into Bolivia, so as to give the latter country direct access to the Pacific coast. At the present time there is a strong current of opinion in Bolivia favoring the acquisition of an extension of the national domain to the Pacific so that the commerce of the country shall no longer have to pass through Chilean territory.

Since a retrocession of the former Bolivian province of Antofagasta, which intervened between the main body of Chile and the provinces secured from Peru, definitely or conditionally, would scarcely be practicable, even in the doubtful contingency that Chile should be willing to accord it, the proposition has been agitated that a strip of land on the northern boundary of Arica, which constitutes the present northern boundary of Chile, should be given to Bolivia.

However, in order to make this cession, the question of the definite control of Chile over the province would have to be settled, either by a favorable vote in a plebiscite, or else by a voluntary surrender by Peru.

# THE NEW BOOKS

## THE WAR AND ALLIED TOPICS

**The War and the Bagdad Railway.** By Morris Jastrow. J. B. Lippincott Company. \$1.50.

When a writer who is also a scholar of great thoroughness applies himself to the elucidation of some matter of current interest, the result is apt to have value of one kind or another. Professor Morris Jastrow of the University of Pennsylvania is a high authority in the field of Semitic languages, and in the archæology of ancient Babylonia and Assyria. His studies of the ancient peoples of Asia Minor and Mesopotamia have been extended to an accurate knowledge of the present peoples and conditions. He has thus been able to give us a remarkably valuable account of the recent rivalries of the great European powers in Asiatic Turkey, and in his newest book he tells the story of the Bagdad Railway more instructively for American readers than any other writer has yet done. An extensive literature is growing up about Germany's plans and aspirations in the Near East, yet Dr. Jastrow's book seems to us to give the best single statement.

**The Soul of the Russian Revolution.** By Moissaye J. Olgin. Henry Holt & Co. 433 pp. Ill. \$2.50.

Americans who wish to study the Russian revolutionary movement in its entirety, as nearly as may be from the Russian viewpoint, will find a wealth of material in this volume. The author has not confined himself to the mere story of revolutionary organizations, nor for that matter to the history of revolutionary doctrines in Russia. He regards the Russian revolution as something more than the activities of factions, trying to apply their theories to political reality—as more, too, than a change in the forms of government or in the civic rights of the people. In his view the Russian revolution is “the awakening to self-consciousness of a great nation shaken to its very foundations.” In other words, the thing that he is writing about in this book is a great mass movement and he shows the Russian nation in action from the very beginnings of that mass movement to the point of abolition of the old régime. To trace the varied economic and political influences at work for all those centuries of Russia's history was indeed an enormous task. No one man could hope to accomplish it completely, even to his own satisfaction, but we are not likely to see in our time a better résumé of this complicated subject than has been provided by this Russian journalist.

**Inside the Russian Revolution.** By Rheta Childe Dorr. Macmillan. 243 pp. Ill. \$1.50.

An American woman's account of the months of turmoil succeeding the overturn of autocratic government in Russia. Mrs. Dorr went to that country early in May, 1917, a socialist, as she

says, by conviction and an ardent sympathizer with revolution, having known personally some of the brave men and women who suffered imprisonment and exile after the failure of the uprising in 1905. She returned from Russia “with a very clear conviction that the world will have to wait awhile before it can establish any co-operative millenniums or before it can safely hand over the work of government to the man in the street.”

**Russia in Transformation.** By Arthur J. Brown. Fleming H. Revell Company. 189 pp. \$1.

An interesting and judicious statement regarding the conditions that led up to the revolution, the salient features of the revolution itself and a tentative outline of the factors likely to influence its future development.

**Austria-Hungary, The Polyglot Empire.** By Wolf von Schierbrand. Frederick A. Stokes Company. 352 pp. \$3.

Not a mere war book, but an attempt to do for its readers three things: (1) To outline the process of growth and accretion active in creating the Austria-Hungary of to-day, the natural resources of the land and the vital characteristics of the polyglot population; (2) To point out the chief problems inherited by the nation and springing from the peculiar origin of the monarchy as a whole; and (3) to define the most feasible means of allaying if not entirely removing these difficulties. The author lived in Austria four years—from 1912 until a few months ago—and had the best of opportunities for studying the land and the people. For many years he has written for the American public on European politics and is peculiarly fitted to act as interpreter to Americans of the aims and ideals of Central Europe.

**A History of the Great War.** By Sir Arthur Conan Doyle. Vol. II. The British Campaign in France and Flanders, 1915. George H. Doran Company. 257 pp. \$2.

The difficult year 1915 is covered by this second volume of Sir Arthur Conan Doyle's history. In it will be found a connected story of British operations in France and Flanders. It is noteworthy as containing one of the first detailed accounts of the second Battle of Ypres and the Battle of Loos.

**Balfour, Viviani, and Joffre.** By Francis W. Halsey. Funk & Wagnalls Company. 369 pp. \$1.50.

The text of the speeches made by the British and French Commissioners during their sojourn in the United States last spring, with an account

of the arrival of American warships and soldiers in England and France under Admiral Sims and General Pershing.

**The Old Front Line.** By John Masfield. Macmillan. 99 pp. Ill. \$1.

A graphic word painting of the "old front line" in France as it was when the Battle of the Somme began. The description of the topography of the country is followed by an account of the share of the British troops in this battle which resulted in freeing to France a great tract seventy miles long by from ten to twenty-five broad. His narrative follows the winding line of the trenches, skirting the villages of Albert, Hamel, Maricourt, Mametz, Montauban, Hetbuterne and many others on the borders of No Man's Land. More than any other writer, Mr. Masfield has given us the feeling of the curious blind world of the trench fighter. In vivid prose that holds the essence of poetry, he shows us the old front line as a path of glory and plucks beauty and truth as expressed in the spirit of man from destruction and the ways of death. Mr. Masfield is at present in this country lecturing on "The War and the Future."

**Pictures of Ruined Belgium.** By Louis Berden and Georges Verdavaine. John Lane Company. 245 pp. Ill. \$3.

In this volume the textual record of the German occupation of Belgium in 1914 by Georges Verdavaine, reinforces the seventy-two pen-and-ink sketches of scenes of devastation made by the Belgian architect, Louis Berden. The translation from the French was made by J. Lewis May.

**How to Live at the Front.** By Hector MacQuarrie. Philadelphia: J. B. Lippincott Co. 269 pp. \$1.25.

Advice to American soldiers by a young British lieutenant of artillery in regard to "the little things in warfare—the ordinary, personal things, the things that are not a bit thrilling or exciting." The author does well to point out to the man who is going to France that his life there will not be wholly made up of attacking the Germans or resisting their attack. For the greater part the individual soldier's life will be one of "personal relations under peculiar conditions, upon a strange scene." The advice is informally expressed and given in excellent spirit.

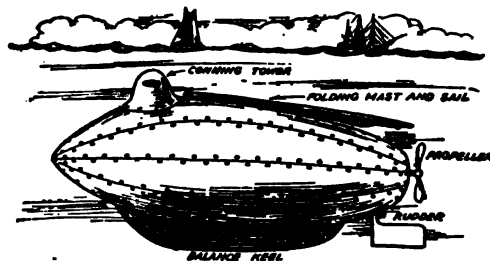
**The Marvel Book of American Ships.** By Captain Orton P. Jackson and Major Frank E. Evans. Stokes. 391 pp. Ill. \$2.50.

A reliable informational book about the different kinds of ships that have been built and used by the United States from the early days of the Republic. Each type is described in detail—the old sailing ships, fast clippers and schooners, man o' war's men, frigates, monitors, battleships, superdreadnoughts, submarines, destroyers, lightships, yachts and merchantmen. The building of these various ships in the great yards, warfare past and present on the sea, gun-firing, deep-sea diving and kindred matters connected with our

maritime affairs are described with accuracy. One of the pleasing features of the book is the abundance of fine illustrations. There are over 400 illustrations from photographs and twelve full-page color plates. Two charts show the flags used in the United States signal code and the company flags and types of funnels used by the various steamship lines for identification.

**The Boys' Book of Submarines.** By A. Frederick Collins and Virgil Collins. Stokes. 220 pp. Ill. \$1.35.

A splendid book for the boy who is interested in boats and in mechanics. It contains complete directions for making a model submarine that can actually be run, information about the real submarine, how it dives, keeps submerged, etc. There are also details in regard to the use of the periscope, instructions in underwater signalling, and information about the training of the crew, descriptions of the various types of engine, steam,



ROBERT FULTON'S SUBMARINE

gas, Diesel and electric, and the story of the making of the torpedo. The first submarine, which was invented in 1620 by a Dutchman named Van Drebel, was tried out on the Thames near London. A more or less successful submarine of the time of the American Revolution was built by an American, David Bushnell, who devised and used a torpedo. About the year 1800 Robert Fulton designed and constructed a submarine, the *Nautilus*. It is a curious commentary upon our present successful methods of under-sea warfare, to note that Bushnell's submarine was rejected successively by the French, British and American governments because they failed to see in it a useful—present or future—weapon of war.

**Young France and America.** By Pierre de Lanux. Macmillan. 153 pp. \$1.25.

A book that points out the possibilities of Franco-American relations in the future, written especially for the young men and women of America who love France and are interested in her national life and the encouragement of a permanent cultural alliance between France and the United States. M. de Lanux discusses the formation of the present French generation, French philosophers, poets and artists, and the United States in 1917, as seen through the eyes of a young Frenchman. He stands for democracy, because it offers the "safest and most acceptable and loyal basis for individualism," which is free sacrifice, "sacrifice to what you choose and love and want to serve."



# ARCHITECTURE AND DECORATION

**The Substance of the Gothic.** By Ralph Adams Cram. Boston: Marshall Jones. 200 pp. \$1.50.

Mr. Cram has called these six lectures on Gothic Architecture "The Substance of the Gothic" because they are not an effort to acquaint the student categorically with Gothic art, but deal with Christian architecture from Charlemagne to Henry VIII in relation to its substance. They show that Gothic architecture was a definite and growing organism, an outward manifestation of a system of life, where what was best in the minds of the people crystalized itself in the incomparable glories of Amiens, Chartres, Mont St. Michel and Rheims. He holds that the secret of the Gothic lies in the fact that it was a communal and a Christian art. The logic of the vaulting and the buttressing typified the logic of the Christian ideal, as approached by people to whom "the principles of Christianity were a dominant and a controlling force." He makes the point that art is not an amenity of life, but an integral part as indispensable as religion, ethics or philosophy. In the war, he sees new hope that art will return in all her myriad forms, which will mean the "restoration of the Christian Commonwealth."

**Interior Decoration for Modern Needs.** By Agnes Foster Wright. Frederick A. Stokes Company. 225 pp. Ill. \$2.25.

A book on house-furnishing for the woman of moderate means who cannot furnish "period rooms," or employ decorators. The decoration of small city apartments is considered; also the furnishing of porches and out-of-door living rooms. Sixty-eight excellent illustrations guide the householder in carrying out the suggested decoration of the home.

**Interior Decoration for the Small Home.** By Amy L. Rolfe. M. A. Macmillan Company. 151 pp. Ill. \$1.25.

An excellent study of the art of beautifying the modest home for which expensive furniture, rugs and tapestries may not be purchased. The suggestions will help home-keepers to express their individuality in their houses and apartments and make them more hospitable and companionable in appearance. Illustrations accompany the details for selection of furnishings. The author is Instructor in Home Economics in the University of Montana.

## LITERATURE: CRITICISM: ESSAYS

**THE** plan of the "Cambridge History of American Literature" follows that of the "Cambridge History of English Literature" with this difference, that the purely literary history of America is built up from the broad basis of the general intellectual history during the first two hundred years of early nationalism. Thus the literary history of America includes not only *belles lettres*, but history, biography, divinity, philosophy, public affairs, travels, journalism, general science, etc. This plan is excellent, inasmuch as it envisions the practical activities of a growing nation, which shaped moral, religious and political ideas, that were to reveal themselves later in esthetic literary art. The chapters take up successively: Travelers and Explorers, Historians, Puritan Divines, Jonathan Edwards, Philosophers, Benjamin Franklin, Colonial Newspapers and Magazines, American Political Writing, The Beginnings of Verse, Early Drama, Early Essayists, Irving, Bryant and the Minor Poets, Fiction, New England Transcendentalism, and Emerson. It is gratifying to find Emerson entrusted to so thorough a critic as Paul Elmer More, and the study of Franklin undertaken by no less a critical authority than Professor Stuart Sherman.

In "Contemporary Literature," a new volume of literary criticism, Professor Sherman has knit his chapters of critical comment strongly together

for a single purpose. He has undertaken the task of pulling literature and criticism out of the abyss of naturalism up to the "wide sunlit level" of humanism. By title these essays are: "The Democracy of Mark Twain," "The Utopian Naturalism of H. G. Wells," "The Barbaric Naturalism of Theodore Dreiser," "The Realism of Arnold Bennett," "The Esthetic Naturalism of George Moore," "The Skepticism of Anatole France," "The Exoticism of John Synge," "The Complacent Toryism of Alfred Austin," "The Esthetic Idealism of Henry James," "The Humanism of George Meredith," and "Shakespeare Our Contemporary."

Shakespeare is Professor Sherman's measuring rod for the humanism of modern writers. The keynote of his comparison may be found in the introduction: "I am as certain as I can be of anything, that God is a spirit who denies the validity of adopting the laws of the physical universe for the moral regimen of man." He maintains that our criticism has been the accomplice of naturalistic philosophy and expects in the future to see the ideals of the Allied Nations logically reflected in a literature that exalts a vindicated "law for man."

Charles Mills Gayley in a contemplative volume, "Shakespeare and the Founders of American Liberty," has drawn from the immortal plays the foundations for a treatise on the sources of democratic government in America. He holds that the principles common to Shakespeare and Hooker and the patriots of 17th-century

<sup>1</sup> The Cambridge History of American Literature. Vol. I. Edited by William Peterfield Trent, John Erskine, Stuart P. Sherman and Carl Van Doren. Putnam. 584 pp. \$3.50.

<sup>2</sup> Contemporary Literature. By Stuart Sherman. Holt. 312 pp.

<sup>3</sup> Shakespeare and the Founders of American Liberty. By Charles Mills Gayley. Macmillan. 269 pp. \$1.50.

England were incorporated by the Revolutionary Fathers into the Declaration of Independence and are the underlay of the structure of American liberty. Therefore we stand upon the solid rock of Shakespeare and his England when we take means to "make the world safe for democracy."

Stephen Gwyn gives us in the "Writers of the Day Series," a biography and critical estimate of Mrs. Humphry Ward and her works.<sup>1</sup> It is a remarkably spirited and readable appreciation, even though one may not fully agree with the conclusions. In his opinion, Mrs. Ward fails in the last resort because she is too much of the good citizen and too little the artist; the publicist formulating views, not the writer desirous of writing a supremely good book.

To celebrate the one hundredth anniversary of George Eliot's birth (1918), Lina Wright Berle has written a critical comparison between "George Eliot and Thomas Hardy." The book is decidedly interesting and well phrased, but one feels that while the radicalism of George Eliot has been properly valued by the author, there are emendations that might be suitably made to the estimate of Hardy. One can hardly agree that "unregulated liberty is the basis of Hardy's view of life."

Barry Pain writes entertainingly on "The Short Story." Speaking for England, he says that the lack of criticism of this form of literature has largely contributed to the lowly position of the short story. But in spite of neglect the art of the short story is not a lost one. "We have not retrograded even if we have not advanced far enough. Indeed, it is probable that however poor much of the ephemeral work in popular periodicals may be, the short story was never better written in English than it has been within the last fifty years."

Mr. John Butler Yeats appears as "The Preacher" in his volume of "Letters" written from America between the years 1911 and 1916, to his son, W. B. Yeats.<sup>2</sup> Ezra Pound has made the selections from the letters, and assumes the fault—if fault there be—of the preachments; for, as he writes in the preface: "In the letters themselves there is only the air of leisure. The thought drifts up as easily as a cloud in the heavens, and as clear-cut clouds on bright days."

"All is vanity save art and poetry," Mr. Yeats cries from his serene intellectual outpost overlooking our artistic barrenness, and America is at present far too bustling and busy to produce great art or great poetry. Men have not learned to be truly individualistic on this side of the water, nor the philosophy of the solitary life. Our fraternizing instincts pluck us out of moods that might crystalize in art. "Democracy devours its poets and artists," he writes, and scolds us because we have the "missionary mood," and live—as he sees us—in a world of shifting ideas and opinions. Yet in spite of his personal comment, the letters are kindly-mannered and truly critical. Contrasts between types of character of different

nationalities and comparisons between Englishmen of letters and American writers make excellent reading. Certain aphorisms plucked here and there from the letters are worth carrying in the memory:

"Character may be called the peace of old age."

"Truth seen in passion is the substance of poetry."

"The Marseillaise pleases because it frees the crowd by giving it a soul."

"To live constantly with oneself is like wearing a hair shirt next the skin; but it is not only wholesome, it is illuminating."

"Being uplifted is the American recreation."

"France and America are the missionary nations."

"Liberty is an English thought and there it remains."

"A perfectly disinterested, an absolutely unselfish love of making mischief, mischief for its own dear sake, is an Irish characteristic."

A scholarly, definitive work on Nietzsche, by William Salter, was written before the war to promote a more general understanding of his thought and aims.<sup>3</sup> So far as the war goes, Mr. Salter writes, Nietzsche opposed—contrary to general opinion—the very tendencies in the Germanic nation that finally brought it about. While the chapters are necessarily limited to his fundamental points of view, they note briefly his thought on education, later views of art and music, his conception of women, his interpretation of Christianity, and attitude toward religion. It is—broadly speaking—an altogether new Nietzsche who emerges from the pages of this expository critique.

Walter Pritchard Eaton has written of the world out of doors with all the pictorial charm of a Thoreau in a series of essays, "Green Trails and Upland Pastures."<sup>4</sup> While these byways and uplands are mainly of New England, they are typical of all northerly uplands. Mr. Eaton's favorite pasture is in Franconia on the forest-clad slopes of Mt. Kinsman. "You find yourself," he writes, upon a plateau pasture five or six acres in extent once regular in shape, but now broken by tiny bays and inlets all along the edge by the invasion of Christmas trees." Three essays carry the reader afield to Glacier Park and the orchard-clad slopes around Lake Chelan. Throughout the text, bridges, boats, stone walls, each and every man-made addition to the landscape assumes distinct personality; dwellers in the forests and hedgerows make friendly advances, and the whole pageant of nature becomes linked with the reader by the all pervasive magic of sympathy and understanding.

"Days Out and Other Papers"<sup>5</sup> bring us fresh comment upon the facts and foibles of life indoors, by Elizabeth Woodbridge, the author of the inimitable Jonathan papers. There are oblique lights of literary criticism and wandering gleams of philosophy throughout these sane tidbits of essays.

<sup>1</sup> Mrs. Humphry Ward. By Stephen Gwynn. Holt. 127 pp. 60 cents.

<sup>2</sup> George Eliot and Thomas Hardy. By Lina Wright Berle. Kennerley. 174 pp. \$1.50.

<sup>3</sup> The Short Story. By Barry Pain. Doran. 63 pp. 40 cents.

<sup>4</sup> Letters by John Butler Yeats. Published by Elizabeth Corbet Yeats. Churchtown County Dundrum, County of Dublin.

<sup>5</sup> Nietzsche. By William M. Salter. Holt. 529 pp. \$3.50.

<sup>6</sup> Green Trails and Upland Pastures. By Walter Pritchard Eaton. Doubleday Page. 303 pp. \$1.60.

<sup>7</sup> Days Out and Other Papers. By Elizabeth Woodbridge. Houghton Mifflin. 212 pp. \$1.25.

# THE REBIRTH OF SPAIN

VERY little is generally known about modern Spanish literature in this country. Neither is it known here that there has been a determined effort on the part of certain Spanish writers and artists to advance in Spanish literature a program of democratization and universal education. Spanish fiction since the Spanish-American War, in 1898, has been the channel for the expression of the regenerative influences now working in Spain.

In considering Spanish fiction as a whole, it



V. BLASCO IBÁÑEZ

(The painting by Sorolla. Copyright 1908 by The Hispanic Society of America)

is well to remember that Spain is a provincial kingdom. Andalusia, Galicia, Catalonia, and La Mancha are small worlds within themselves. Each of these provinces presents a distinct group philologically and socially. Therefore the "regional novel" best represents Spain, since cosmopolitanism scarcely exists there. Two novels that are representative of the new type of Spanish fiction have been recently translated into English. They are: "La Barraca" (The Cabin), by V. Blasco Ibáñez, and "La feria de los discretos" (The City of the Discreet), by Pio Baroja.

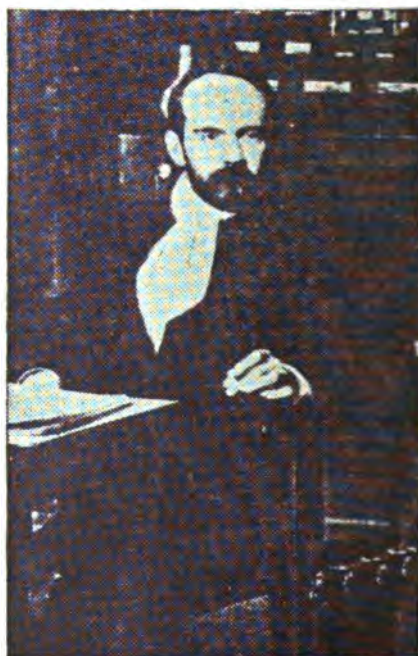
In "The Cabin,"<sup>1</sup> Ibáñez depicts his native province, Valencia, and the city of Valencia, the center of Spanish art and letters. The actual scene of the action of the novel is a *huerta*, near the city, a small irrigated district divided into tiny farms.

<sup>1</sup> The Cabin. By V. Blasco Ibáñez. Knopf. 288 pp. \$1.50.

Through the oppression of a usurer, a farmer Barret and his family are driven to a tragic end. The other farmers curse the lands and for many years they lie vacant. Finally a miller, Batiste, comes from a distance and settles upon the weedy acres. With a realism comparable to that of Victor Hugo, Ibáñez shows the forces of cloudy evil working toward the destruction of the hopes and plans of Batiste. He makes it clear that these forces are the effluvia of superstition and hatred uprising from the hearts of ignorant men. Batiste is in conflict with a society steeped in selfishness and in the fanatical prejudices of the past. He sounds the warning against a form of government where the wealth and privileges are in the hands of a small group of aristocrats. The style is limpid, poetic. Ibáñez' love of the land, the streams and the growing wheat, his intense sympathy with children, his feeling for the laboring man and his indictment of injustice and cruelty combine to shape a remarkable book, all the more powerful in that it is unmistakably regional.

"La feria de los discretos" (the City of the Discreet)<sup>2</sup> is a less poetical, but a more subtle and well rounded out novel than "The Cabin." Pio Baroja, the author, was born in San Sebastian in 1872. He was educated for the profession of medicine, but forsook his practise and went into

<sup>2</sup> The City of the Discreet. By Pio Baroja. Knopf. 356 pp. \$1.50.



PÍO BAROJA

(Author of "The City of the Discreet")

business. Failing in this field, he became a journalist, and from 1900 onward devoted himself wholly to literature. In addition to many novels, he has published several volumes of essays and a considerable amount of verse.

In "The City of the Discreet," the reader is introduced to the city of Cordova in the glories of an Andalusian spring. Baroja has transferred the city bodily to the pages of the novel, the shut-in ruinous gardens of a decaying aristocracy, the throngs of gaily dressed people, the tortuous streets, jangling markets, and curious inns. Old Spain lives in the book; one senses the archaic quality of its life, the age-old barriers of custom, the reflex of inertia. In this archaic Cordova, the novelist places Quentin Garcia Roelas, the natural son of a Marquis and a woman of humble birth. Quentin has had eight years in England at Eton; he has become a Northerner at heart. With this background of the North in his mind, he cannot see color and romance in Cordova save as an external characteristic. Back of the colorfulness in the "sure straight line" that bars progress, Cordova is "the city of the discreet"; her masses

part of a nationalism that is suffering from ankylosis of the joints; the slightest movement causes pain. Consequently to progress, she will have to proceed slowly—not by leaps.

In the character of the girl, Remedios, pure, beautiful and unspoiled, Baroja symbolizes the truth that will finally triumph over custom-bound Spain. But this bright spirit is not for the masses of the "cities of the discreet," nor for worldly adventurers like Quentin, nor for the futile revolutionist. She is of and for those whose minds have not been corrupted, the tillers of the soil, those to whom "being good" means in the words of Remedios: "Being worthy, sincere, incapable of treachery and deceit."

Among the regional novelists, Pereda has written of the Biscayan coast; Calderon and Alarcon of Andalusia; Pardo Bazin of Galicia, and Alas and Valdes of the Asturias. They have painted with a broad brush, "the social, religious and political existence of these communities, which are still medieval in their mode of life. Neither France nor England can show a literary group of equal power."

## BOOKS OF TRAVEL AND EXPLORATION

**The Brazilians and Their Country.** By Clayton Sedgwick Cooper. Frederick A. Stokes Company. 403 pp. Ill. \$3.50.

The latest and most noteworthy attempt on the part of an American writer to interpret the people of Brazil to those of the United States. The significant things in Brazil's recent history, especially the marked progress in the field of engineering, are clearly brought out. From the standpoint of national self-interest, if for no other reason, the needs and viewpoints of our Brazilian neighbors should be better understood in this country.

**The Book of the West Indies.** By Hyatt Verrill. E. P. Dutton & Co. 458 pp. Ill. \$2.50.

A good description of the islands, with so much of history as is requisite to meet an intelligent traveler's demands for information.

**A Trip to Lotus Land.** By Archie Bell. John Lane Company. 287 pp. Ill. \$2.50.

Mr. Archie Bell's suggested itinerary of six weeks for Japan will prove inadequate, we fear, to meet the demands of the intending traveler after he has read Mr. Bell's book, which describes "points of interest" that would require a far longer time. The pictures are as tempting as the text.

**Over Japan Way.** By Alfred M. Hitchcock. Holt. 274 pp. \$2.

Entertaining travel sketches embellished by a series of beautifully reproduced photographs of Japanese scenes.

**Pioneering Where the World Is Old.** By Alice Tisdale. Holt. 227 pp. Ill. \$1.50.

An American woman's most unusual adventures on the frontier of China. Mr. and Mrs. Tisdale employed all the primitive means of travel that are still in vogue in Manchuria. It is safe to say that no Americans ever came into more inti-

mate contact with the real life that ebbs and flows over that part of the earth's surface. The sketches first appeared in the *Atlantic Monthly*.

**China from Within.** By Charles Ernest Scott. New York, Chicago, Toronto: Fleming H. Revell Company. 327 pp. Ill. \$1.75.

An account, from the Christian missionary standpoint, of what has been going on in China during recent years. Dr. Scott presents a body of material concerning the inner life of the Chinese such as can hardly be found in any other published book.

**Vanished Halls and Cathedrals of France.** By George Wharton Edwards. Philadelphia: The Penn Publishing Company. 322 pp. Ill. \$6.

Mr. George Wharton Edwards, the author of "Vanished Towers and Chimes of Flanders," has now done for the lost architectural glories of France what he did in the former work for those of Belgium. He gives historical descriptions of each of the principal buildings, with full-page illustrations in color. In this way the characteristics of the most noteworthy monuments destroyed or mutilated in the war are restored on the printed page, for posterity.

**The Hill-Towns of France.** By Eugenie M. Fryer. E. P. Dutton & Co. 260 pp. Ill. \$2.50.

Adopting an original grouping of French towns for purposes of description, Miss Fryer gives a welcome novelty and variety to her treatment of several of the most noted hill-towns in each of the provinces. Fifty pen-and-ink drawings by Roy L. Hilton illustrate the text.

**The Lost Cities of Ceylon.** By Geraldine Edith Mitton. Stokes. 256 pp. Ill. \$3.50.

Although it was known in the early part of the nineteenth century that the ancient capitals of Ceylon lay engulfed in the jungle it was not until

1871 that any steps were taken to reclaim and preserve them. Miss Mitton's account of these ruins, while modestly claiming to be only an interpretation, gives a comprehensive survey of the history of these ancient cities, monasteries and citadels and bears witness to the wonders of a lost civilization. The "moonstones," not the gem, but the semi-circular granite stones carved with rows of lions, horses, and elephants; the carven baths shaped like a lotus, the gigantic rock-cut figures, and groups of ruins are shown in a series of fascinating illustrations.

**The Quest of El Dorado.** By Rev. J. A. Zahm. Appletons. 261 pp. Ill. \$1.50.

In the year 1535, a roving Indian told the Spaniards the story of a gilded chieftain, to whom they gave the name of "El Dorado," the Gilded

Man or King. Dr. Zahm has told the story of the various expeditions sent into the heart of the American wilderness in search of a paradise of gold. It is a most romantic tale, carrying historical values, and touched with all the color and zest of fiction. A quotation from Pedro de Angelis in documents relative to the provinces of the Rio de la Plata gives a clue that partially explains the quest of the Conquistadores: "There are epochs in which the reason is bewildered by the contemplation of new and unusual objects." Thus, the fortune hunter was never disenchanted by failure and continued to envision:

"Imperial El Dorado roofed with gold;  
Shadows to which despite all shocks of change,  
All onset of capricious accident,  
Men clung with yearning hope that would not die."

## ECONOMIC AND SOCIAL QUESTIONS

**The Foundations of National Prosperity.** By Richard T. Ely, Ralph H. Hess, Charles K. Leith, Thomas Nixon Carver. Macmillan. 378 pp. \$2.

This volume is made up of "Studies in the Conservation of Permanent National Resources." In Part I, Professor Ely sets forth in an original and thought-provoking discussion the relation of economic theory to conservation. He shows that conservation policies have been chiefly land policies and these have attained a new importance during the present world war. In the second part Professor Hess associates conservation with economic evolution and emphasizes the need of change in policy with the transition from one economic stage to another. Part III, by Professor Leith, is an enlightening exposition of the peculiar problems arising from the exploitation of mineral resources—notably coal and iron—which, as Professor Ely describes them, are "natural treasures created once for all" (that is to say, when the supply is exhausted, they cannot be replaced) and thus differ from forests and other resources. In Part IV, Professor Carver treats of human resources in a series of fresh and stimulating chapters which approach the subject from several new and unexpected angles.

**The Food Problem.** By Vernon Kellogg and Alonzo E. Taylor. With a preface by Herbert Hoover. Macmillan. 212 pp. \$1.25.

There is slight danger of over-stressing the vital importance of the food supply as a predominant factor in the war crisis. Two members of the Food Administration at Washington attempt in this little book to sketch the nature and scope of the food problem as it faces the American people to-day and to point out methods of solution. The authors are well equipped for the task.

**Practical Food Economy.** By Alice Gitchell Kirk. Boston: Little, Brown. 239 pp. \$1.25.

An experienced lecturer on cooking and household economics here presents suggestions to prevent waste of food in the home and to secure

well-balanced meals with the fullest possible utilization of nutritive elements.

**Money and Banking.** By John Thorne Holdsworth. D. Appleton & Co. 511 pp. \$2.25.

A new edition of this standard text-book was required as a result of the many changes in banking and credit operations brought about by the installation of the Federal Reserve system in this country. Parts of the work have been entirely rewritten and the whole is brought completely up to date.

**The Trust Problem.** By Jeremiah W. Jenks and Walter E. Clark. Doubleday, Page & Co. 499 pp. \$2.

The fourth edition of "The Trust Problem" is virtually a new book. Fresh material has been incorporated in Chapter 1 on "The Evolution of Business," Chapter 9 on "Prices," Chapter 10 on "Trusts and the Working Man," Chapter 12 on "Industrial Combinations in Europe," and there are entirely new chapters on "State and Federal Trust Legislation" and "Trusts and the Federal Court." In appendices a great amount of valuable documentary material is presented.

**Foreign Exchange Explained.** By Franklin Escher. Macmillan. 219 pp. \$1.25.

Within recent years hundreds of American bankers and business men have found it necessary to broaden, extend, and make definite their knowledge of foreign exchange. Mr. Escher's book meets the needs of all such men by explaining the underlying principles of the matter, at the same time giving practical illustrations drawn from business life.

**Postal Savings.** By Edwin Walter Kemmerer. Princeton University Press. 176 pp. \$1.25.

The postal savings bank system of the United States is new, but not as new as many, without having given special attention to the matter, might be inclined to assert. It has been in full operation for six years—long enough to enable a student like Dr. Kemmerer to give fairly complete

and definite answers to these questions, among others: Does the system compete with other savings institutions, or is it a feeder to them? Does it draw out money that would otherwise be hoarded? How does it work in times of stringency? How has the war affected it?

**Social Problems in Porto Rico.** By Fred K. Fleagle. Heath. 139 pp. \$1.

Mr. Fleagle in his capacity as Dean of the University of Porto Rico, has undertaken special work in rural sociology. This book presents in abbreviated form the material covered, which includes conditions of the population, rural housing, industries, woman and child labor, the land problem, crime, sickness, disease, intemperance, the schools, and rural school movements, and physical development and longevity of the population. It shows clearly what is being done in Porto Rico for the improvement of the people and their living conditions by the government and what may be accomplished there, once the difficulties of the rural situation are solved. The greatest drawback, as far as the agricultural situation goes, is the lack of development of farm

products in Porto Rico, which would make it possible for the small landholder to earn his living and maintain his family.

**If I Were Twenty-One.** By William Maxwell. J. B. Lippincott Company. 295 pp. \$1.25.

Mr. Maxwell, writing as a veteran in business, tells us a few of the things that he would do if he were making a fresh start at twenty-one. One thing he is very sure that he would do—he would wait till he was twenty-five before asking for a salaried job. He would put in the four years selling articles on commission and thus would fit himself to earn a salary and would find out definitely what he could do. His book is full of suggestions, not in the shape of formal advice, of which a super-abundance has already found its way into books designed for young and inexperienced business men, but in crisp, humorous paragraphs, the nub of which is likely to stick in the mind. On the whole, whether his precepts are followed or not, Mr. Maxwell has a great deal to say which young men in business life—and older men, too, for that matter—will enjoy reading.

## BIOGRAPHY AND HISTORY

**The Diaries of Leo Tolstoy.** Vol. I. Dutton. 271 pp. Ill. \$2.

Those readers who have familiarized themselves with only the later writings of Count Leo Tolstoy, must be prepared for a slight shock upon reading the intimate records of his earlier life in the "Diaries." The first volume of the

series of three is now available in English translation, rendered from the Russian by C. J. Hogarth, and A. Sirnis. It covers the years from 1847 to 1852, and reveals the formative period of Tolstoy's life. His jottings, like those of Emerson, deal with his thoughts rather than with his actions, and express cryptically many of the ideas which he afterward expanded into the philosophy of his mature years. The dualism of his nature is particularly manifest;

that of a robust spirit who, living in a none too perfect universe, persistently fought down the worldly tendencies of his nature, and never ceased, even in the midst of his sins, to beseech the higher powers for knowledge and enlightenment.

**The Writings of John Quincy Adams.** Vol. VII: 1820-1823. Edited by Worthington C. Ford. Macmillan. 516 pp. \$3.50.

The seventh volume of "The Writings of John Quincy Adams" covers the period while Mr. Adams was Secretary of State in President Monroe's Cabinet. Public questions discussed in these letters have to do with the relations of Russia, Spain, and other nations with the United States, with the Spanish colonial system and the separation of the Spanish-American colonies from the parent country, and with efforts for the abolition of the slave trade. All these documents are of historical importance.

**Lord Kitchener.** By Henry Davray. London: T. Fisher Unwin. 96 pp.

A most sympathetic account of the life and achievements of Sir Horatio Herbert Kitchener. A prefatory letter by M. Paul Cambon, the French Ambassador, praises Kitchener as a man, a leader and the faithful friend of France.

**The Story of Princeton.** By Edwin Morris. Boston: Little, Brown & Co. 270 pp. Ill. \$2.

This volume compresses the entire history of Princeton College and University from the year 1746, the date of its founding, to the commencement season of 1917, within 260 pages of letterpress. The illustrations are from drawings of the university buildings by Lester J. Hornby.



TOLSTOY AT TWENTY-THREE

flesh and spirit were ever at war. The external laws of life did not feed the inner needs of his being; he began life as he ended it—"the Seeker." He is pictured by his own words as an eager searcher after pleasure, a man of fashion and careless morals, but the mitigating dualism of his nature is made manifest in the remorse that followed self-gratification, and the patient seeking after spiritual light that followed periods of religious scepticism. The record is



# THE JANUARY RECOVERY IN SECURITY PRICES

THE final month of 1917 was one of quick disintegration in the prices of securities. The first month in 1918, on the other hand, has witnessed general improvement and rapid rebounds under the influence of certain constructive policies or announcements toward railroad issues and foreign government bonds, the two descriptions most affected in the December disturbance.

Looking back on the financial aspects of the war it is quite possible that December, 1917, may prove to have been the low-ebb period, and the average of stock and bond quotations then made the lowest during the struggle. If the railroad law proposed is enacted there will certainly be no return to the figures recently established for high-grade preferred stocks and for the junior mortgages. A readjustment of the tax measures and a modification of those portions of the law relating to excess profits might readily relieve pressure on industrial concerns which are in the curious position of showing large earnings on stock, but whose cash resources are out of proportion to the sums they are required to pay to liquidate their taxes.

The hysteria over foreign government issues has passed or been calmed by very direct statements that no repudiation of debts was anticipated or would be allowed in the interests of credit self-defense. The mobilization of the gold reserves of the country has been proceeding satisfactorily. There is much less inflation to-day than had been indicated as probable six months ago. Complete arrangements have been made to check the effects of dollar discounts in neutral countries, or those with whom the United States is trading on a substantial basis and where it is essential that credit be maintained as an offset to former German financial and commercial dominance.

## Return of Confidence Shown by the Market

A list of quotations of various kinds of securities, representing the market values current about the middle of December best impresses on the mind the panicky state of the public about that time, while prices current a few weeks later indicate to what de-

gree confidence in these issues had been re-established. The high prices at which they had sold in the two years, 1916 and 1917, are included for the sake of perspective:

### FOREIGN BONDS.

	High Price Two Years	Dec. Low Price	Jan. 1918 Price
Anglo-French 5s.....	96	81½	89
French Republic 5½s....	101	91½	99
City of Paris 6s.....	99	73½	85
United Kingdom of Gt. Brit. & Ireland 5½s of 1919 .....	101½	95½	99

### MUNICIPAL BONDS.

N. Y. City 4½s of 1965..	111	93¾	95
N. Y. City 4s of 1959....	102	86¾	85

### JUNIOR RAILROAD BONDS.

B. & O. Ref. 5s.....	101½	73½	84
B. & O. Conv. 4½s.....	98¾	69½	79½
C. & O. conv. 5s.....	97¾	71¾	78¾
St. Paul ref. 4½s.....	98½	62	70
Rock Island ref. 4s.....	79¾	59½	68½
Erie gen. lien 4s.....	77	47½	57
Erie conv. 4. "D".....	88½	41½	56
Missouri Pacific gen. 4s..	69	52½	60
Pennsylvania gen. 4½s...	104½	86	92
St. Louis & San Frisco adj. 6s .....	89¾	54	68
Seaboard Air line adj. 5s	70	*42½	56
Southern Pacific conv. 5s	101¾	85	89½
Southern Railway gen. 4s	78	56¾	62

### RAILROAD PREFERRED STOCKS.

Atchison .....	102	75	85
Baltimore and Ohio.....	80	48½	56¾
St. Paul .....	136¾	62½	79
Great Northern .....	127½	79¾	92
Union Pacific .....	84½	69	70

### RAILROAD COMMON OR ONE CLASS STOCKS.

Atchison .....	108¾	75	87½
Baltimore and Ohio.....	96	38¾	54
St. Paul .....	102½	35	46
Chesapeake and Ohio....	71	41¾	54
Erie .....	43¾	13½	16
Illinois Central .....	109¾	85¾	93
Lehigh Valley .....	87¾	50¾	57½
New York Central.....	114¾	62½	71½
Pennsylvania .....	60	40¾	46½
Reading .....	115½	*60½	75
Southern Pacific .....	104¾	75¾	84
Union Pacific .....	153¾	100¾	118

\* Low price in November.

This recovery, which has been maintained to a large extent and expanded in the case of foreign government bonds and municipals,

indicates a change of view on the part of the discouraged investor. To some extent the element of a continuous peace discussion, with what seems to be a steady merging of ideas on the question of terms which the Allies are eventually to propose, has been a factor. Then, too, Russia has met her coupons due on loans placed in the United States. It would help French spirit if it could be positively determined that the Bolsheviks were to pay their obligations located in France to the extent of nearly \$1,000,000,000.

The policy of the United States Government in respect to the terms under which the railroads are to be compensated is discussed elsewhere in the REVIEW OF REVIEWS this month, and is only referred to here as an illustration of the desire of the administration to deal fairly with vested rights. The effect of this plan is not confined to the carriers, for it establishes a precedent for consideration of the investor that has already stiffened the spirits of holders of public-utilities securities.

### *Third Liberty Loan*

It is obvious that the general improvement in values will make the flotation of a third liberty loan easier, as there was grave doubt

of the ability of the Government to gather in the sum required in March, had the shrinkage in value of stocks and bonds continued. There is even some attention being paid to the plan of offering the loan at 4 per cent., though possibly, as has been done in Great Britain, France and Germany, it may be sold at a moderate discount. The investor would be attracted very strongly to a United States 4 per cent. Government loan at, say, 96 or 97, which he felt sure would be redeemed after the war at par.

At one time in the early part of January there was a difference of nearly  $2\frac{1}{2}$  points as between the second Liberty loan 4s (those converted from the  $3\frac{1}{2}$ s) and the Liberty  $3\frac{1}{2}$ s, and in favor of the latter. Apparently wealthy investors found more advantage in paying about 99 for the non-taxable  $3\frac{1}{2}$ s than in buying the taxable 4s at  $96\frac{1}{2}$ . There is the same discrimination noted abroad, where the taxable 5s closed the year 1917 very near their bottom figure, which was 93, while the non-taxable  $4\frac{1}{2}$ s closed 10 points up from their bottom price, or at about par. Just what benefit a tax-exempt bond would be in the event that the British Government should carry out its intention to conscript wealth is conjectural, for the conscription would be on principal.

## INVESTORS' QUERIES AND ANSWERS

### **No. 993. A CITIZEN ABROAD AND THE INCOME TAX**

I am an American citizen registered with the United States Consul in my district. My income is derived totally from sources in Canada and I have been paying the income tax to the United States Government, but now that an income tax is being levied by the Canadian Government, it will be a considerable hardship to have to pay both of them. I have been told by a financial man that the United States Government does not expect its citizens, residents in other countries, whose sources of income are in those countries, to pay the income tax. Can you advise me on this subject, and can you give the names of the United States Government official to whom to write in connection with it?

We believe you have been misinformed. The Federal Income Tax Law of the United States, as enacted in 1916 and as amended in 1917, does contemplate that United States citizens, no matter where they reside, shall pay the prescribed taxes. In the language of the law, it is provided that:

"There shall be levied, assessed, collected and paid annually upon the entire net income arising or accruing from all sources to every citizen of the United States, whether residing at home or abroad, and to every person residing in the United States, though not a citizen thereof, a normal tax," etc.

Another subdivision of the law says:

"All provisions of this section relating to individuals who are to be chargeable with the nor-

mal tax shall apply to the levy, assessment and collection of the additional tax," etc.

Moreover, a ruling of the Treasury Department, which we believe still stands, emphasizes that the payment of an income tax under the law of another country does not relieve a citizen of the United States of his obligation under the law of this country.

As we write, we do not happen to have before us a copy of the new income tax law of the Dominion of Canada, but it is our impression that this law in many of its fundamental characteristics follows very closely the lines of the United States law. We are led to believe, therefore, that in the circumstances which you set forth, there is no way, other than through whatever specific exemptions may be provided by the Canadian law, for you to escape the imposition of the income tax in both countries.

For official assurance as to your status, you should address the Commissioner of Internal Revenue, Washington, D. C.

### **No. 904. "LISTING" AND QUALITY**

Is it all right for me to put my confidence in any bond that is listed on the New York Stock Exchange?

Listing has little to do with the question of intrinsic investment merit. In fact, all that it

purports to do is to facilitate distribution by providing a broad, general market for securities. It doesn't necessarily accomplish even that. There are scores of securities, especially in the official bond list, that are rarely bought or sold, and on the other hand there are others at times very actively traded in without getting wide distribution.

Again, there are scores of bonds listed on the New York Stock Exchange that are essentially speculative and that could not be recommended for genuine investment purposes. Incidentally, listing carries with it certain assurance of the legitimacy of the enterprises whose securities are accorded the privileges of the Exchange, as well as assurance that buyers of such securities will be furnished periodically with certain essential information about the corporations in which they are interested, but each individual issue of bonds or stocks has to be judged on its own merits. It is, indeed, very dangerous to generalize in considering investment securities.

#### No. 905—EMERSON MOTORS STOCK

Please tell me what you think of Emerson Automobile stock. I have traded for some, and have been unable to find out anything about the proposition.

We presume you refer to the old Emerson Motors Company. If so, you should certainly have investigated before making the trade. This was an illy-conceived and altogether badly-handled promotion which not long ago went upon the rocks. We had occasion to warn a good many REVIEW OF REVIEWS readers against it during the stock-selling campaign.

An effort is now being made to reorganize the concern in such a way as to salvage something for the old stockholders. Our understanding is that a new concern, to be known as the Campbell Motor Car Company, is in process of formation, whose securities will be issued to Emerson Motors stockholders on the following terms:

For each share, either common or preferred, of the old stock paying an assessment of 30 cents per share, it is proposed to issue 33 1-3 per cent. par value of first preferred stock of the new company.

For each share of old common stock not paying the assessment, it is proposed to issue 33 1-3 per cent. par value of new common stock; and for each share of old preferred stock not paying the assessment, it is proposed to issue 33 1-3 per cent. par value of new second preferred stock.

Unfortunately, we do not find any information on the basis of which it seems safe to venture a prediction as to the final outcome of this proposition.

#### No. 906. MINNEAPOLIS & ST. LOUIS STOCK

Kindly advise me if there is any danger of the stockholders of the Minneapolis & St. Louis being called upon in the not distant future to assist in financing the road. I am thinking of buying some of this stock, which is very low in price, with the idea of holding it until conditions improve.

Reorganization of the Minneapolis & St. Louis was completed as recently as 1916. Since that time the road has been doing fairly well. We do not know of any plan contemplating a call upon the stockholders for assistance in financing the requirements of the property, and in any event would not think this likely while the property is being operated under Government control, as will be the case until the end of the war. Nevertheless, we should not be disposed to give our approval to the purchase of the stock, except as an out-and-out speculative venture. Its fundamental position is weak and we cannot see in it very many possibilities for the future. In saying this, we do not, of course, have it in mind to make any prediction about future market prices for the stock. Market movements in issues of this general character are so frequently governed by influences entirely aside from fundamentals.

#### No. 907. GOVERNMENT BONDS

I have a few thousand dollars to invest, and inasmuch as it is part of a family fund, I have been thinking about Government bonds. Are the 3 per cent. Panama Canal bonds, strictly speaking, United States Government bonds? Would the Government pay interest and principal when due, no matter what might happen to the canal? When is interest payable?

Yes, the bonds known as the Panama Canal 3 per cents are direct obligations of the United States Government, and as such the safety of their principal and interest would in no way be involved in the fate of the Panama Canal itself. Interest on these bonds is payable quarterly on the first days of March, June, September and December.

But, if Government bonds for the investment of this fund, why not the Liberty Loan 3½'s or 4's? They are better suited for the investment of private funds than the Panama Canal 3's. They yield more, and, of course, are none the less secure.



# THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

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### COLONEL THEODORE ROOSEVELT IN HIS SIXTIETH YEAR

(Our distinguished ex-president was born on October 27, 1858, and he began his sixtieth year by spending a portion of November in vigorous physical training at "Jack Cooper's health farm," Stamford, Conn. This typical picture of him was taken there on one of his long daily tramps. He had entered upon an active winter, speaking and writing on subjects related to the war, when an acute illness sent him to Roosevelt Hospital, New York City, for imperative operations, on Feb. 6. Abscesses in the ears were traceable to the tropical fever of some years ago at the time of his Brazilian exploration. News of his illness profoundly affected this country and Europe, and his convalescence evoked expressions of good will and esteem from all elements and sources, regardless of past political controversies.)



# THE AMERICAN REVIEW OF REVIEWS

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No. 3

## THE PROGRESS OF THE WORLD

*Parleys Fail,  
Fighting in  
View*

When the severe weather of the present winter checked the activity of armies after the Teutonic victory in northern Italy, there was hope in all nations that the spring campaign of 1918 would never begin. It was whispered that the war would be "talked to death" during the weeks of inaction. But now that spring is approaching, the end of the war is not in sight; and the most intense phases of military conflict seem to be impending and to be as unavoidable as fate. Through the previous winter, indeed, there had been a similar anxiety and suspense on the Western fighting front, with the feeling in France and England that if peace could not be made soon the "knockout blow" to Hindenburg could be administered when the

fighting season had arrived. It was at that time that President Wilson spoke for "peace without victory," and demanded that the two sides should openly declare their terms. Unfortunately, the Allies were involved in the meshes and toils of many secret pacts among themselves. When at last they made their statement to President Wilson, they shocked the neutral world and intensified the wrath of their enemies by their arrogant declaration of a patchwork program of spoils and conquests. A wise, temperate, and frankly avowed program on the part of England and the Allies at that time would probably have made it possible for President Wilson to take the next step as peacemaker and bring about an end of European warfare, with prospects of peace for at least a century.



WHICH HEAD WILL CONTROL?

From the *World* (New York)

(Following President Wilson's generous offer of peace to Austria-Hungary in his notable address of February 11, which the reader will find summed up on page 309, there was intense interest everywhere in the next move on the international chessboard. Count von Hertling, German Chancellor, was to speak on the 19th, and the question was whether all the influences, internal and external, urging Austria to peace could be offset by the counter demands of Prussian autocracy)

*Allied  
Demands  
a Year Ago*

The immediate result of the reply to Mr. Wilson made by the British, French, and Allied Governments (in January, 1917) was the consolidation of the alliance of the Central Powers. Austria had been on the point of making a separate peace, and Turkey could have been put out of the war with a little wise diplomacy together with vigorous and skilful use of Allied force. But the answer to Wilson made it clear that the Allies were determined to mutilate Austria first and then dismember her; and that their purposes for Turkey were nothing short of complete annihilation with a parceling out of her territories and peoples. Bulgaria, in like manner, was to be reduced in size, deprived of outlets, and made permanently defenseless. Germany was to lose her entire colonial Empire permanently to Great Britain, and was to be stripped for the benefit of France not only of Alsace-Lorraine, but also (by a secret agreement between France and Russia) of a further portion of her territory adjacent to the Rhine; and she was to sacrifice East Prussia



to an independent Poland. Italy was to be accorded not only the Trentino and Trieste, but a long strip of the Dalmatian coast on the Adriatic, certain islands in the Mediterranean, and a portion of Asiatic Turkey.

*How the German  
Dream Became  
a Program*

It is hardly worth while to concern ourselves, as we look back a year or more, with the apologies and justifications the Allied Governments tendered to their own people for this program of plunder. As we think of it now, the great wonder is that the common people of the Allied nations, who were suffering and dying for the sins of their diplomatists, statesmen, and ruling classes, had not then and there ended the war by revolution. The answer is, however, that these plain people did not take the program seriously; and, being honest and faithful, they were intent upon securing an honorable peace, and were willing to make further sacrifices. They did not for a time realize how deadly to them and their families was the curse and blight of bad statecraft. The immediately important thing in the promulgation of this program was the use made of it by the Germans. They convinced themselves and their three partners that the war was one of rival empires, and that, for each one of the four countries fighting under the lead of the German General Staff, the struggle had clearly become one for continued national existence. It



A CHANGE OF TUNE

THE BRITISH LION: "But, hang it all, that's just what I started out to do!"

From *John Bull* (London)

(The London paper, *John Bull*, edited by Horatio Bottomley, has been quite as bad a jingo and annexationist as the worst of the Prussian junkers. This cartoon, therefore, is not to be taken as satirical, but as an expression of genuine sentiment. According to Horatio Bottomley and his cartoonist, the British Lion started out intending to break up Germany and Austria. *John Bull's* circulation runs into the millions and the paper is more widely read than anything else published in London.—THE EDITOR)

is true that the opponents of Germany did not see themselves as they were seen at Berlin. The vital point is that the concrete imperialistic programs of Russia, England, France, and Italy hardened the German program of European domination into a definite reality, whereas it had previously been rather more a dream than a practical project.

*Facts  
for  
Comparison*

It was during the months of December, 1916, and January, 1917, that these momentous negotiations and announcements were taking place. Thus: Germany had made her peace offer on December 12; President Wilson's peace note had followed on December 18. Germany had replied to President Wilson on December 26, using conciliatory and reassuring language, but deeming it best to reserve detailed proposals for statement at the moment of the assembling of a Peace Conference. The Allied Governments had not answered Mr. Wilson till January 10, but meanwhile had on December 30 declined the German peace offer of December 12 as "empty and insincere." Their answer to President Wilson on January 10, besides setting forth their specific projects of territorial conquests, comprising more or less complete dismemberment of all four of their opponents, also demanded "restoration, reparation, and indemnities." To recite these things is, we admit, to go back over old ground; yet if the reader does not have in mind the things that happened during the winter and early spring of 1916-17 (just a year ago), he cannot so well grasp the significance of the events of the winter from which we are now emerging, and of the early spring upon which we are just now to enter.

*Wisdom  
Appealed in  
Vain*

The series of notes and declarations culminated in President Wilson's great address to the Senate on January 22 in which he set forth the essentials of a suitable peace in Europe and declared that the United States would gladly have part in shaping such a peace and in guaranteeing its maintenance. If both sides at that time had been willing to accept the principles of Mr. Wilson's address, and to allow him to take the lead in bringing about an immediate conference, the war would have come to an end then and there, and the world would have been re-established on a far better basis than at any time in previous history. Unfortunately, neither side, after two and a half years of war, had suf-

ferred enough to be reasonable, or to face willingly the new era of democracy and international justice. It is a terrible indictment of the national and imperial statesmanship of our time that the European peoples who, through toil and suffering, had gained so much of social well-being and of a common civilization, should have had to suffer such agonies because of the unreformed state of politics, diplomacy and government.

*Opening  
Last Spring's  
Campaign*

With the rejection of Wilson's wise proposals as peacemaker, there was nothing in sight but another year of war. The Allies were confident that they could win, and were preparing (each government for itself) to gain their objects in the course of the fighting season of 1917. Germany felt herself forced to resort to desperate measures. Accordingly, on January 31 she announced that on the following day unrestricted submarine warfare would be resumed; and proposals were made to this country which were promptly rejected, with a breaking off of diplomatic relations. Germany did not believe that the United States would enter the war, nor was it the opinion in Germany that America could render any other form of aid to the Allies that would be more valuable to them than the services of supply that Americans were already rendering on a vast scale. March and April were crowded with events of immense significance. All winter the English and French had been piling up ammunition and preparing for an irresistible offensive on the Western line. They were far stronger in numbers of men than the Germans, and had by this time a marked preponderance of artillery and aircraft.

*Allied War  
and Politics  
in 1917*

The British had at last created a great army, having been at war nearly three years. Early in March they took over the Somme front from the French, thus for the first time manning a considerable proportion of the western line, nearly all of which the French had held with such wonderful tenacity. As they were about to strike, however, the Germans retired to the so-called "Hindenburg Line," vacating about 1,300 square miles of territory, which they devastated as they withdrew, and abandoning about 100 linear miles of what had been their entrenched front. This strategic action cost the English and French some weeks of lost time in bringing up their communications and creating their new lines



PROFESSOR PAUL PAINLEVÉ, EX-PREMIER

(At a critical time a year ago Paul Painlevé, a well-known scholar and scientific professor, was French Minister of War. To this office he added that of Prime Minister. It is now charged that his well-meant but mistaken attempt to control the strategy of Generals Nivelle and Haig prevented what otherwise would have been a sweeping triumph for the Allies in the spring campaign of 1917. His needless panic seems to have affected the War Department at Washington)

of defense and attack. In spite of this baffling move of the Germans, however, it seems now fairly probable that the joint plan of General Nivelle and General Haig would have driven the Germans entirely out of France before mid-summer of last year if British success in the Battle of Arras and French success in the Battle of the Aisne had been resolutely followed up. Unfortunately (as we have now become aware) the whole military program was destroyed by the peremptory orders of the Paris ministry.

*Two Great  
Historic  
Events*

Meanwhile, two political events of the first order of importance had taken place which were destined to bring about within a year a very great change in the military aspects of the war, and a still more profound change in the world's outlook upon the future. The first of these events was the Revolution in Russia beginning March 11 and leading to the abdication of Czar Nicholas II. four

days later. The other event was the declaration of war by the United States on April 6. We are now within a few days of the first anniversary of the Russian Revolution. It is exactly a year, furthermore, since the publication of the Zimmermann note (on the last day of February and the first day of March) settled the question at Washington of the arming of merchant ships, and paved the way for the final step which came in April with the extra session of Congress. The Russian Revolution at first seemed to be wholly favorable to the cause of the Allies, for it was announced that the Czar had secretly negotiated a separate peace with Germany and that his abdication had been an anti-German move.

*The  
Collapse of  
Russia*

Americans hailed the birth of the Russian Republic with an enthusiasm which forgot the difficulties to be faced and overcome. We forgot that it took our own country forty years—from 1775 to 1815—to complete and consolidate our national and international structure. We forgot the struggle of a hundred years to make a democracy and republic in Mexico, and the experiences of South America. We did not allow ourselves to remember the long course of history between the beginnings of the French Revolution with the fall of the Bastille in 1789, and the

firm establishment of the French Republic after the terrible *débâcle* of the war with Prussia in 1870. The full story of what the Russian people have been doing since they were led to war in 1914 is yet to be told. After the Czar's downfall they were without leadership sufficiently authoritative to hold them together; and even with superb leadership it would have been difficult to have kept them longer in the war. From the military standpoint, the thing most to be regretted is the release of large bodies of German and Austrian troops from the East Front, and the unfortunate encouragement thus given to the propaganda at home of the supporters of the German military autocrats. But along with the military misfortune for the Allies there comes a corresponding political gain which may have more than offsetting value. This daily grows more apparent.

*Russian Bear  
Tamed and  
Paralyzed*

The only pretense having a show of reason for the precipitation of the war by Germany and Austria was the vastness of the Russian Empire and the steady pressure of the Slav for predominance in Europe and Asia. The immediate cause of the war was the rivalry between Russia and Austria for supreme influence in southeastern Europe. Russia had entered upon a military program which would have given her the equipment for much larger armies in the future; and 1914 seemed the favorable time for Germany to strike. In the early part of the war, England and France had been opposed to Russia's determination to annex Constantinople; and the disastrous Dardanelles expedition of three years ago was undertaken hastily and prematurely by the British and French with the unconcealed purpose of reaching Constantinople first. Subsequently it became necessary for the Allies to yield to Russia's demands, and a secret treaty was signed. Thus the indefensible program of conquests was built up by a series of secret treaties, and its outline was brought to light in the answer of the Allies to President Wilson's request for information. With the entire collapse of Russia as a military factor, and the final statement last month of her withdrawal from the war (February 11), neither Turkey nor Austria nor Germany has further reason to express fear or dread of a great Slav empire. The Russian bear will menace nobody. It is toothless and clawless, and its arms are paralyzed. This profound change ought to make for general peace.



THE WAITING WOLF  
From the *Eagle* (Brooklyn)

*Dismemberment in Process*

Russia continues to exist in detail, but has no existence as a whole. For the time being government has collapsed; and since it cannot be asserted through the exercise of power from the top over the whole, it can only be re-established in separate entities, and built up from below. Old lines of cleavage that the outside world knew little or nothing about have become conspicuous. That part of the great Empire inhabited by people known as Ukrainians or Ruthenians acts for itself. Finland, which is a far more distinct entity, could not possibly have done otherwise than assert independence. Let us suppose that Chile, the Argentine, Brazil, Bolivia and Peru, with Paraguay and Uruguay, had all been brought together under one arbitrary rule, for instance under Dom Pedro of the old Empire of Brazil; and that something had happened to upset the dynasty. Suppose further that it had been impossible to establish in the dynasty's place, at the moment, any central government whatsoever except that of a mob of extreme Socialists at Rio de

Janeiro. The most natural thing in the world would be the attempt of Argentina, Chile and other of the older entities to reassert themselves, and to give their people the security of laws and government. Thus, what has happened in Finland and the Ukraine will be found taking place in the Caucasus, in Siberia, and in several other parts of the vast regions lately under the rule of the Romanoff dynasty. It is not impossible that a Russian Constituent Assembly may yet be created to establish a real Republic of Russia, associating the different parts in a federal system in some respects like that of the United States.

*Emergence of "Ukrainia"*

It must be remembered that the Ukrainians or "Little Russians" who inhabit what is known as South Russia, and who hold what was Russia's Black Sea frontage, have always been regarded by the "Great Russians" as very closely related to themselves and not as a distinct people. The Ukrainian population,



(This very crude map indicates some of the regions that are falling away from what was the Russian Empire. Finland's independence is generally accepted. South Russia, under the name of Ukraina, has made separate peace with Germany, Austria, Bulgaria and Turkey. Poland is under Teutonic mastery with the promise of nominal independence. Germany proposes to make a separate state of the regions south of Petrograd bordering on the Baltic. Great Russia has lost control of the Caucasus, and no longer menaces Turkey.)

however, has much more local self-consciousness than the Scotch, for instance, have in their attitude toward the English. The Ukrainian dialect differs from the regular Russian language somewhat as low-German differs from high-German, though the difference is said to be not as great as between the language of the Hollanders and that of their Prussian neighbors. These distinctions of race within the Russian dominions were well explained for our readers by Mr. Stoddard in an article published in our issue for November last called "Russia—A Bird's-eye View." We are not at this moment so much calling attention to these interesting geographical and racial facts as to the larger political significance at this time of the collapse of Russian imperialism. If we are not mistaken, the whole structure of modern rival empires—with their centers in Europe and their grasp extending to other parts of the world—is destined to fall with the dissolution of Russia as a militant power. We are awed as we contemplate the changes taking place.





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#### A GREAT UKRAINIAN LEADER

(A foremost part in the independence of the Ukraine and its separate peace has been taken by M. Shulgin, President of the Ukrainians at Kiev, who has been considered by his followers as the greatest political leader in Russia. He stood firmly against the Bolsheviki, and he desires to make a sane and normal republic in South Russia. M. Shulgin is the sitting figure in the picture)

*South  
Russia at  
Peace*

On February 10 the so-called Ukrainian People's Republic, through the representatives of its Rada or Governing Council, signed a separate peace with Germany, Austria-Hungary, Bulgaria and Turkey. This was immediately followed by the announcement from Petrograd that the Lenine-Trotsky Government, without signing peace, had abandoned war. The order was given to demobilize most of what remained of the Russian army, leaving international events to drift as they might. On that same day President Wilson appeared unexpectedly before Congress and made another of his addresses, this time replying to the recent speeches of the German Chancellor Hertling and the Austrian Prime Minister Czernin, while also in fact basing his utterances upon the Russian collapse and the resulting situation, although he makes no direct reference to Russia's withdrawal and the end of the war on the Eastern Front. None the less, his speech derives its importance from

the fact that it was made at the precise moment when Russia's further military relation to the war was no longer in question. No longer would Russia either threaten or protect any nationality in the Balkan group. No longer would Russia demand control of Constantinople or seek to annex further parts of Turkey in Asia. At an end was the military alliance between Russia and France. The old rivalry between the Austro-Hungarian Empire and Russia was a closed chapter—a thing for historians.

*Trotsky, the  
Bold, Bad  
Man!*

Trotsky announced that Russian peasants and workmen could not and would not fight any longer against German and Austrian peasants and workmen. On the other hand, he declared the leaders of Russia's plain people would not sign a peace with the autocrats of Germany and Austria. Trotsky had a few days previously informed the Persian Minister that Russia wished to be on good terms with the people of Persia, and he denounced the seizing of spheres of influence in Persia by the Czar's Government and the Imperial Government of Great Britain. Trotsky had published one by one the secret treaties that the Allies had made having to do with the allotment of spoils and the joint guaranteeing of the particular programs of each. It will hardly do to think of Trotsky's rise to power and fame as an accident in the career of an adventurous humbug, or as a topsyturvy romance of the "Arabian Nights" sort. Trotsky's writings, now appearing, though hastily penned, show him to be a man of intellectual power and of unusual clearness and strength of conviction. The kind of diplomacy that he has exposed is a far more dangerous humbug than is the utterly impracticable brand of anarchistic Socialism that he professes. Trotsky's day of power will be brief, but his name is written large on the page of history.

*Austria, Also  
Can Afford  
to Be Free*

The difference, therefore, between the situation on the 1st of March, 1918, and that of a year ago is to be found in the wholly changed atmosphere of international politics. The inter-allied secret treaties are all of them discredited and in shreds. It was never possible to make a league of nations out of an association of several military and naval empires and a number of smaller or larger countries none of which aspired to mastery over other peoples or races. The Austro-

Hungarian Empire has not alone been hammered from without, but it has also been still more seriously threatened from within. With the Russian menace gone, the Austrian peoples can afford to be free. They can rid themselves of Hapsburg overrule, or they can accept an entirely modified and changed kind of central relationship for which the mind of the present young Emperor Charles is now undoubtedly prepared. Those rearrangements of the constituent parts of the Hapsburg Empire for which the people are so eager can now be made without detriment to anybody, and with more real gain than loss even to the rulers. If such arrangements are not made promptly on liberal lines we shall, within a very brief period, see revolutions that will destroy the upper classes so-called in Hungary and Austria as completely as the Russian Revolution has swept away the great nobles and landlords of the Slavonic empire.

*Will Austria  
Break  
Away*

The people of Austria and Hungary for the most part do not wish to go through the experiences of anarchy. They would prefer to try real liberalism and democracy—for which, in Bohemia, in Galicia, and in all parts of the two halves of the dual monarchy, the people are incomparably better prepared than are the ignorant peasantry of Russia. While at Vienna the people have been overjoyed at the making of peace between the Ukraine and the Central Governments, this has been because Vienna has been near starvation, and there is food to be had from the immediate opening of trade with that part of Russia, which is famous as the granary of Europe. But Austrian joy must not be mistaken for a fresh readiness to go on with the war until Berlin and the Pan-Germans have conquered the world. They are disillusioned already in Austria and Hungary. They see that no kind of German victory is in sight that could be of any benefit to Austrians or Hungarians, much less to Bohemians, Poles and Croats. Count Czernin, returning to Vienna from the conference at which he joined in signing articles of peace with the agents of the Ukrainian People's Republic, found President Wilson's olive branch extended, and a demand throughout Austria for peace on all fronts. We must remember that Austria-Hungary never had any quarrel with France or England and still less with the United States. The great enemy had been Russia, and the lesser enemy had been Italy. The Russian menace was now removed. Italy



LEON TROTZKY, WHO ABANDONS WAR BUT WILL NOT SIGN PEACE WITH AUTOCRATS

had been driven back, but not conquered. Neither Austria nor Hungary had any further need of the German alliance. A compromise with Italy was better than the hazards and sufferings of continued warfare. The eyes of the world were turned upon Austria and Count Czernin.

*Britain's Aims  
and  
Views*

British imperialism has now become merely a form of association and trusteeship. If it ever was a real menace to the liberties and rights of other peoples, it has no such character in our times. Nevertheless, there are some imperialists in Great Britain whose state of mind about the Empire is almost as menacing to true British interests as the state of mind of the Hindenburgs and the Pan-Germans is a peril to the true interests of the German people. These British imperialists are an obstacle to the cause of peace; they do not really believe in any of the international views and principles for which President Wilson stands. They have only one object, which is to see the German Empire so crushed as to leave the British Empire and the British Navy in a far stronger position than ever before throughout the world, controlling all the seas under a mastery beyond dispute. If it were not for the belief in Germany that these



English imperialists really represent the British people and the causes for which England is at war, it would be much easier to make peace. It has been extremely unfortunate that members of the present British Cabinet, highly placed as spokesmen for their country, have so little disguised their contempt for President Wilson's points of view.

*British  
Democracy to  
the Front!*

The most salutary thing, perhaps, that could take place, would be a general election in England with a crushing defeat for the jingos and the Tory statesmen who are in fact much more sympathetic with the Prussian Junkers than they are with President Wilson or with the leaders of the British Labor Party. A labor victory, the reconstruction of the House of Lords, and a ministry formed by a man like Mr. Henderson would convince the liberals and democrats in Germany that England cared as much about future fair play in the world as do President Wilson and the American people. This would end the war, because the German liberals and social democrats would assert themselves, and would no longer be bullied by Hindenburg. American labor and British labor, through their chosen leaders, have taken positions that do not in the least compromise or waver as to the further support of the war, so long as it is a war for justice and freedom. Mr. Lloyd George has accepted the American doctrines imposed upon him by the British labor leaders, but others in high seats have not. This would matter little, but for the effect upon liberal minds in Germany and Austria. Mr. H. G. Wells is only one of the influential Englishmen now speaking plainly on this subject. Writing from England of the jingo Tory imperialists last month, Mr. Wells said in the *New Republic*:

The recent letter of Lord Lansdowne, urging a peace with German imperialism, was but a feeler from the pacifist side of this most un-English and, unhappily, most influential section of our public life. Lord Lansdowne's letter was the letter of a peer who fears revolution more than national dishonor. But it is the truculent wing of this same undemocratic movement that is far more active. While our sons suffer and die for their comforts and conceit, these people scheme to prevent any communication between the republican and Socialist classes in Germany and the Allied population. At any cost this class of pampered and privileged wasters intend to have peace while the Kaiser is still on the throne. If not, they face a new world—in which their part will be small indeed.

*Jingolam  
Dies  
Hard*

Some of this element has been serving the British people badly by speaking in the United States and disparaging President Wilson's policies of democratic peace and a league of nations. An election in England, resulting in a real democratic victory, would revolutionize the Reichstag, upset the autocrats, and perhaps restore the world.

President Wilson's speech of February 11 not only coincided in time with the end of the Bolsheviks' parleys with Germany, but it immediately preceded the reassembling of the British Parliament, thus giving Mr. Lloyd George and Mr. Asquith an opportunity to refer to it in their speeches of February 12. It remains evident that the British Cabinet has much less interest than our own in the principles upon which peace can be made, and is relatively far more concerned with the maintenance of British supremacy while seeking the destruction of German rivalry. Mr. Wilson declares: "We believe that our own desire for a new international order under which reason and justice and the common interests of mankind shall prevail is the desire of enlightened men everywhere." When this new order is established British rights will be made secure by the international control of the world's highways. German rights and trade will be equally secure. If no single nation shall be permitted predominance on land, much less shall any nation dominate the public, common seas. Yet Lloyd George wastes time quibbling against Hertling's allusion to British naval and coaling stations! It would be much easier to make the Germans see that the end of imperial systems will logically follow, if there could come about at once a political change in England that would bring to the front a governing group fully representative of the aims of British democracy. Mr. Lloyd George, in his address to the House of Commons on February 13, declared that "The Government stands by the considered declaration of war aims which I made on behalf of my colleagues to the Trade Unions' representatives early this year." It would be well if German liberals and Austrian peace-seekers would keep well before them the splendid statements that have been made on the authority of the British labor unions, and the acceptance by the British Government of the war aims of the labor element. These are the best statements that have been made in England, and the only ones that

are in full accord with the American position. Jingoism is dying hard, but it will surely go down, along with junkerism.

*Allied  
Strength in  
France*

Mr. Lloyd George had returned from a great war conference of the Allies at Versailles. Mr. Asquith and the House of Commons were anxious to know something of the nature and extent of the authority of the Versailles conference. Mr. Lloyd George refused to answer the question, on the ground that information must be kept from the enemy. He declared that "Up to the present the Allies have had an overwhelming majority of troops upon the Western Front." It is important that the American people should have this statement of the British Prime Minister. Statements to the contrary have been made throughout this country by those who have favored the impossible project of sending an immense American Army to France. Mr. Lloyd George went on to say that this overwhelming superiority had been diminished by the recent shifting of German troops from the East; but he did not say that the British and French armies were not still in very large preponderance, as indeed they actually are. So many alarming misstatements have been made in this country regarding the condition of France that it was a great satisfaction last month to have reassuring and very explicit statements made by two trustworthy and eminent representatives in this country of the militant French people, viz., M. Andre Tardieu, the French High Commissioner, and Mr. Lausanne, the accomplished editor and publicist who has done so much to interpret the French to America and support the cause of his nation.

*France  
Strong and  
Confident*

They have both assured us that the general condition of France is much better now than a year ago or two years ago. The food and fuel situations have not been critical during the winter just ending. The French Army is in far better shape than at any previous time. France had 4,725,000 men mobilized on Jan. 1, 1918, of whom nearly 3,000,000 are in the army zone. The army is incomparably better supplied with artillery and ammunition than heretofore. The French troops are superbly trained and equipped, and equal to any possible attack. As for the British forces, we were informed by several independent authorities last month that there are 7,000,000 men with the colors in all arms



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RT. HON. ARTHUR HENDERSON

(Mr. Henderson is England's foremost labor leader. He grew up in the moulders' trade. He is a democratic statesman of the first rank. He may become Prime Minister)

and branches. The French figures do not include any colonial troops, but the English figures include the Canadians and Australians. The British Empire has several times the population, resources, and wealth of the United States, and it has now been in the war nearly four years. The principal British activity has been upon the West Front, where the fighting has for the English been literally at home, since their chief battles have been decidedly nearer to London than to Paris. Our French authority states that the English now hold a fourth of the fighting front. They have still in reserve on British soil immense armies that have had long and deliberate training—a vastly superior training to that of any of our American troops. These men are always available for use in France, since there could never be a possible fighting front to occupy them in the British Islands. The British and French authorities are well informed as to the present strength of the Germans on this Western line, and they can make reasonable estimates as to the probable reinforcements. While Austria may send a few divisions to help Germany in France, it is probable that the Italians will be able to hold

the attention of most of the Austrian forces that are available for the spring campaign.

*Again,  
Our Own  
Program* These simple facts, which are not in dispute among well-informed men, throw a great deal of light upon the program at Washington and the relation of the United States to the common cause. If excuses can be made for the utter failure at Washington to adopt a well-balanced program last summer, there can be no excuses for a failure now to rearrange the program and to correct mistakes in the light of clear facts no longer to be hidden. This country will be in great peril unless it increases its navy, on a far bolder plan and at much greater speed. It is a dangerous mistake that has now been made by Secretary Daniels in postponing indefinitely the further construction of the capital ships that had already been ordered, with money appropriated by Congress. So far as the rest of the world is concerned, the United States is in an insular position. We shall not be assailed by Canadians or Mexicans, and no enemy can molest us except through the use of sea-power. We are capable of building and operating the most powerful defensive navy in the world; and we could do this for a fraction of the money we are now expending with futility upon the program of the War Department—a program that has neither effective relationship to the present war in Europe nor much bearing upon our future security, except the dangerous one of a too rapid exhaustion of our resources.

*Our  
Task Was  
Maritime* It is quite true, as the Senate Investigating Committee found out, that there has been regrettable inefficiency in the carrying out of many of the detailed parts of the War Department's ambitious projects. Apparently, however, the investigators at Washington missed the main point. The fundamental fault lay not in the execution, but in the program itself. Never was so bad a program launched in the face of a similar demand for wisdom. Russia had come to grief through mobilizing 20,000,000 men for army purposes instead of putting 4,000,000 in the army and keeping the other 16,000,000 making munitions, maintaining transportation, and raising food. Yet even this can be excused on the ground that Russia had the initial offensive in 1914, and there was hope of making the war a short one. We, on the contrary, came into the war a little while

before the struggle entered upon its fourth year. We were thousands of miles away from the land fighting, and the armies that were destined to win or to lose had already been trained and had become veterans. We were committed to the success of the Allies, and we went into the war because their success was being imperilled by the German submarine. Germany considered that her enemies would win the war unless America could be prevented from sending unlimited quantities of food, munitions, and materials of all kinds to England and France. The submarine campaign was meant to stop that movement of supplies from America. Our function in the war, therefore, was to see that this movement of supplies was *not* stopped, and that it could not be checked in the future. We had an additional reason, however, for putting stress upon the development of our sea-power. First, we had to meet the submarine and keep the ocean lanes open for merchant shipping. But second, we had to protect ourselves against all contingencies in view of the fact that we had now entered upon a career of belligerency with all its unforeseen perils.

*These Are  
the Prior  
Things* Next to the development of fighting power at sea, our duty was to make sure that England and France received abundant and unfailing supplies of food and other materials. This meant that we should both produce these supplies and move them. In other words, it meant the maintenance of our agriculture, mining, and industries at a high point of production; the best possible operation of the railways, and above all, the construction of a vast tonnage of merchant shipping to replace, in full and more, the losses due to German submarines. If we had been willing to do just these things and nothing else (together, of course, with our furnishing credit to the Allies, which is merely one aspect of our providing the supplies) we should have made our own position impregnable, which is our first duty; and we should also have made it certain that the German game of domination would be checkmated. With our full expansion of sea-power, we could establish the rules of the maritime highway and compel Germany to accept them. With the rapid construction of merchant ships, we could prove to the Germans that their submarine blockade was a hopeless failure. With the achievement of our agricultural possibilities, together with the ship program,

we could so amply feed England and France (while Germany and Austria were near the starvation point) that internal revolution would soon have settled the business for the Central Empires.

*Ship  
Tonnage  
Delayed*

But, alas! we have now set aside a large part of our too limited naval program; and our splendid schedule for the production of merchant shipping has been greatly impaired. These two failures on our part imperil our own future, while they seriously harm, even if they do not imperil, the present position of our Allies. What is the explanation? Simply this: That the idea of army aggrandizement has taken possession of certain minds. An excessive army program has been so projected, and pushed to the front, that the essential things this country was undertaking on practical lines to make its place in the world strong and safe, and at the same time to help the Allies beat Germany, have had to be minimized or delayed. In these times, when every mistake means the death of brave men, we should be very cowardly if we shrank from telling the truth merely because to state the facts might imply criticism of somebody. Officials should not be sensitive in war times, except upon the one point as to whether they could not best serve their country by insisting upon the acceptance of their resignations. The army program has so obsessed men's minds at Washington that they think of it as being our sole war program. It is in reality the chief obstacle that confronts us in doing our real part.

*Team  
Work  
Needed*

It is useless to ascribe the blame to any individuals. We have no scapegoat in mind, and are not hinting at Roosevelt or Wilson, at Baker or Col. House or General Pershing or Senator Chamberlain. Universal training was an obvious need of the times, which could have been had at small cost and might indeed have been provided by the States themselves without any cost to the National Government except for guns and oversight. This universal training at first would have been imperfect, because of a lack of the qualified officers. But we should have had the services of the men in agriculture and industry. On the other hand, the training in our costly cantonments, which removes men far from home and work, has also been rather inferior as yet, because we have lacked both equipment and the proper instructional comple-



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SECRETARY DANIELS (CENTER), WITH CONGRESSMAN HICKS OF THE NAVAL AFFAIRS COMMITTEE AND LIEUTENANT-COMMANDER SPARROW, NAVAL AIDE TO THE SECRETARY

(This picture was taken as Secretary Daniels was appearing before the Naval Affairs Committee, where the conduct of his Department met with approbation)

ment. Certain army men had fixed the stake at four or five million American soldiers in France. Mr. Baker insists that he can somehow find ships to get 1,500,000 men across the ocean this year. A Secretary of War should be expected to carry out whatever part of a program is assigned to his department. In the making of the larger program, however, there is no reason why one department should have the chief part. The Department of Agriculture or the Department of the Interior is quite as competent to make a war program. There is nothing in the accident that places a reputable citizen of Cleveland, Ohio, or a worthy citizen of North Carolina in one cabinet post rather than in another that gives him any peculiar fitness to lead the country in laying down the general program and policy of the nation in its time of war. We have needed a kind of national "all-star" team work.

*Two  
Respected  
Officials*

Mr. Daniels apparently does not fully grasp the greatness of the part that circumstances require him to play, although the work itself seems





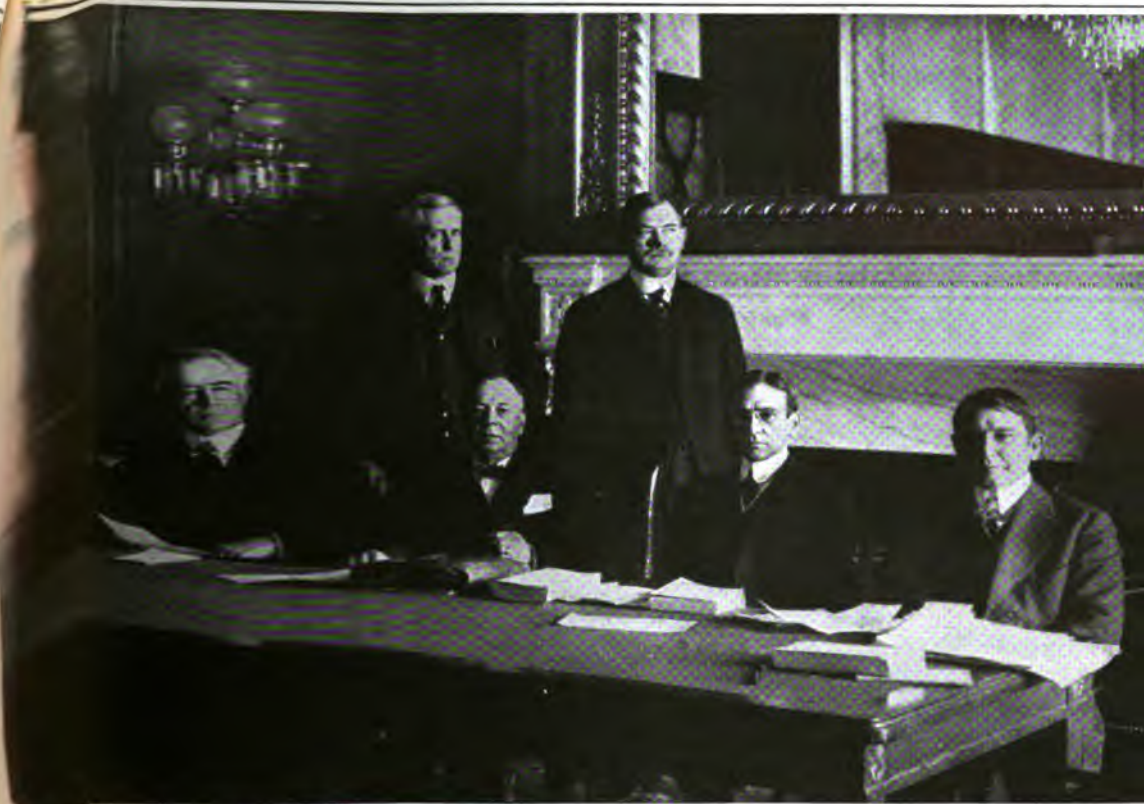
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Fletcher                      New                      Weeks                      Beckham                      Wadsworth                      Warren  
A SESSION OF THE COMMITTEE ON MILITARY AFFAIRS OF THE UNITED STATES SENATE IN CON

to be going on very well under his direction. Mr. Baker, on the other hand, seemingly misjudges the relationship of his department to the war as a whole. If we could but have had Mr. Baker's imagination and eloquence combined with Mr. Daniels' practical ways in dealing with concrete things, and could have put the talents thus united at the double job of (1) creating sea-power and (2) building and operating merchant ships, the result would perhaps have been commensurate with the need and the opportunity. Mr. Baker's statements before the Investigating Committee of the Senate were very elaborate, although they were those of a man living in his intellectual conception of things, a man to whom words and ideas are more congenial and familiar than are objective realities in a world of unrelenting fact.

*The Policy Itself*  
The weak part of Mr. Baker's case lay in his failure to show why he was making the big armies so breathlessly, and why he regarded getting men to France, merely counting noses, as the one thing needful. He drew a

sympathetic picture of the joy and gratitude of the people in the streets of Paris when Pershing's first men marched through—a populace ready, so the Secretary told us, to kiss the very hem of their garments. We all know that the French people needed encouragement at that time; and we had been told that the sight of a single division of American troops would make them understand that this country was going to support them. Of all the soldiers of the many nations that have moved toward the war fronts since August, 1914, no recruits were as raw as those first regiments of Pershing's. But they were welcome in England, and still more welcome in France, as an earnest of the full support that America was pledged to render. A few thousands of Mr. Daniels' smart marines would, of course, have served the same purpose in Paris. Just how the War Department gradually committed itself to its grandiose and impossible program of putting millions of men rapidly into France, Mr. Baker has not explained, and certainly the American people have not been told by anyone in or out of a position of authority.



Hitchcock Reed Chamberlain Kirby Secretary Baker McKellar  
CONFERENCE WITH THE SECRETARY OF WAR, HON. NEWTON D. BAKER, REGARDING ARMY CONDITIONS

**Where  
Are the  
Ships?**

We had undertaken to construct not less than 8,000,000 tons of shipping this year in order to move food and supplies to the fighting Allies, to the Belgian people, and to friendly neutrals. We have, however, been told within a few weeks by practical men, both American and British, who look hard facts in the face, that we are not likely to launch more than 2,000,000 tons. The Allies, in fact, did not chiefly need the armies which Mr. Baker is determined to send. Mr. Baker's program would have required all of the tonnage we could have scraped together to transport the men, and then we could not have found enough tonnage to keep them fed and supplied. No ships at all would be left for taking food to England and France; and in the astounding situation thus created Germany would find her great opportunity for using the submarine and for continuing the war. The news of the past month—the *Tuscania* sinking—brought to light the fact that British transports have already been called upon to carry American soldiers across the Atlantic.

**German  
Opinion**

We do not for a moment believe that the American Army program has been made by German General Staff; but we are bold enough to say that we believe that not that America has done since our declaration of war last April has given the German militarists so much encouragement as substitution of an unbalanced army program for the thoroughly efficient conception of war that our Government had last year when it proposed to expand the navy, build merchant ships, raise food, secure credit, dispatch copper and steel, build plane parts, send railroad engineers and engineers, furnish Red Cross relief, and maintain a vast and inexhaustible reserve of material aid. In the presence of this bold and feasible program, German militarists must in due time find itself starved without, and then destroyed from within the hands of the German people themselves. Let no reader think that we undervalue our army or that we do not wish to support our Allies to the utmost. It is precisely for that we are arguing.



*Our Fine  
Boys  
In Lorraine*

It has been estimated that the costs and effort of maintaining an American soldier on the line in France are about twenty times that of maintaining a German soldier on that line, and many times greater than the cost of a soldier of England, France, or Italy. Nevertheless, we have already sent a considerable army, and have assumed a few miles of the fighting front in Lorraine. Our young soldiers now on that part of the front are being put into action with very brief training—perhaps one-third or one-fourth of the effective training period that is allotted to English, Canadian, French, and German soldiers. It was impossible to take a high-spirited though untrained army to France, and keep it there without soon giving it serious work. This was inevitable when the mistaken view was adopted that untrained men might somehow become efficient soldiers more quickly by being brought near the sights and sounds of war. Our men will show the finest chivalry and valor; and we follow them as they take the places assigned to them with all tenderness and pride. We are now irrevocably committed to some part of the spring's fighting, and we are awaiting in suspense the terrible struggle on the Western Front that seems impending. If German and Austrian statesmen have not lost all sense of humanity and of care for the surviving youth of the peoples of Europe, they will speak reasonably and will meet the views of President Wilson in his speech of last month. Thus alone can be averted the bloody struggle that France and England are perfectly prepared to meet. Mr. Simonds, in his excellent article in this number of the REVIEW, gives us much valuable information about the part of the line that it is proposed to assign to the American soldiers. His suggestion that we are expected to become responsible for a vast extent of the front—a mileage greater than the enormous English army has thus far held—is important as disclosing clearly a situation in which the military mind must face men who think in terms of ships, money, food and other things.

*Some  
Essential  
Statistics*

Our review of the shipping situation in this periodical last month is confirmed in a general way by further information. English official figures show that the British Empire constructed about 1,100,000 tons of shipping last year. American figures show a tonnage for 1917 of about 900,000. As against this new

construction of 2,000,000 tons, the British concede a loss from submarines and mines of about 6,000,000 tons. Our own estimates, resulting from a comparison of data, lead to the conclusion that—when the entire tonnage, Allied and neutral, available for the direct or indirect benefit of the American-Allied cause is considered—it will be found that during 1917 nearly four times as much tonnage was put out of commission as was brought into commission. This by no means implies a desperate situation. England will launch a much increased tonnage this year; and we in America can, if we will take the right course, bring our production up to a minimum of 4,000,000 tons.

*Loss of  
the  
"Tuscania"*

Meanwhile, the ravages of the submarine are not merely a thing of the past. We in America had a terrible shock last month in the sinking of the great British vessel *Tuscania* of 14,000 tons that had been lent for the transport of American men and materials. She was carrying besides large quantities of supplies about 2,200 American officers and men of different branches of the military service, including aero squadrons, engineers, foresters and specialized national guard units from the West. The ship was sunk off the north coast of Ireland. A great majority of the men were rescued, but the losses of American lives were about 170 in number. For the second week in February the English report showed a loss by submarine attack of 19 ships, this number being a little larger than for each of the two preceding weeks. Several Italian and French vessels were also lost, and two Spanish steamships had recently been sunk. We fear it would be too optimistic to say that German methods are now currently disposing of much less than 100,000 tons of shipping (Allied and neutral) per week. This would be at the rate of nearly 5,000,000 tons a year. As we contemplate the summer of 1918, we must remember that with more daylight the submarines will have a better chance than in the short, dark and stormy days of winter.

*Food In France  
and  
Germany*

Again let us say these remarks are not for discouragement, but for the strengthening of heart that comes with looking squarely at realities. We have also now the official figures showing in a general way the production of wheat in France for the four successive seasons of 1914, 1915, 1916 and 1917. It is suffi-

cient to say here that the normal French crop of peace times is 100 per cent. greater than the crop of last year, and fully that much larger than can be expected in the year 1918. The demand for food, therefore, in France is bound to be imperative. The food situation in England became so serious a few weeks ago that Lord Rhondda, the Food Administrator, who is a very practical and straightforward man of affairs, cabled late in January to our own Food Administration that at least 75,000,000 bushels of wheat must be sent from the United States if there is to be "food enough to win the war"; and he added: "Imperative necessity compels me to cable you in this blunt way . . . I have not minced words because I am convinced that the American people, if they know the truth, will not hesitate to meet the emergency."

Hoover  
to the  
Rescue

Mr. Hoover rose to the situation by cabling back as follows: "We will export every bushel of grain that the American people save from their normal consumption. We believe our people will not fail to meet the emergency." It must be remembered that we had already exported to Europe out of the wheat crop of last summer more than the total amount available after reserving the minimum amount normally required for bread here until next summer's crop should come into the market. And besides the requirements of England and France, we are obliged to send breadstuffs to the Belgians, to Holland, and to the Scandinavian countries. Fur-



"YOU NEED THE BIG LOAF, BOY, MORE THAN I DO!"  
From the *Herald* (New York)

thermore, Cuba is wholly dependent upon us for bread. The wheat market is in the absolute control of Mr. Hoover, and of the agencies under him that the Governments have established for buying and shipping food to the Allies. He is therefore sending over even more than Lord Rhondda demanded four weeks ago. Mr. Hoover's great qualification is his ability to act in a drastic way in the face of an emergency. He believes that America can take care of itself, and that his business is to provide food for the Allies. In this he is not mistaken. The English and French armies can face the Germans triumphantly if Hoover sees that plenty of food arrives. Few Americans have even a faint idea of the stupendous purchases of beef, bacon and pork, as well as of wheat and other foodstuffs that are being made in this country and shipped to Europe. The next great function of Mr. Hoover's Food Administration is the stabilizing of American prices. Food indeed is expensive in this country for people of all classes—a little more expensive perhaps than in England or France. But with immense supplies of corn, and with potatoes abundant, we shall have food enough to get along well till the new crops come in.

Houston and  
Farm  
Production

The Food Administration, then, has for its chief function the seizing of wheat, beef, and pork, and dispatching to Europe. For its second



THE BRITISH FOOD ADMINISTRATOR AND THE  
PROFITEERS

From the *Passing Show* (London)  
Mar.—2



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MAJOR-GENERAL PEYTON C. MARCH, NEW CHIEF OF STAFF AT WASHINGTON

(General Tasker Bliss remains in France as the United States member of the Allied War Conference. General March is called back from duties as chief of our artillery service abroad to head the Staff and direct war activities from Washington. This brilliant and accomplished officer has made a great impression upon discerning Englishmen and Frenchmen, and he should help Secretary Baker immensely in scattering the greater and lesser Falstaffs, reforming the military bureaus, and putting "punch" into an army program duly revised and restricted.)

function, it exercises power to deal with food speculators and keep prices steady. For its third function, it is organizing economy and thrift in the use of food, thus teaching the country how to save without starving. When, however, it comes to the still greater and most essential task—that of organizing and assuring a supreme agricultural production, we must look to the direction of Secretary Houston and the Agriculture Department. Mr. Houston works so quietly that the reader of newspaper headlines little suspects the greatness of the machine he directs, and its valuable relationships in every State and district in the country.

*Falstaffs versus "Butlers"*

The crowning need at Washington, then, is a unity of effort—and a grasp of the true American program. The English and French armies will be greatly helped by our magnificent aviation plans which now begin to

show their earliest concrete results. This aero business would perhaps have had better development if it could have been made a separate service, detached as entirely from relationship to the War Department as is the Navy. One of the most useful things that Congress could do in the present emergency would be to change some designations. And nothing would help more to destroy illusions than to give the War Department its proper title as the "Army Department." Even with aviation and all the special services now under the direction of Mr. Baker, it is the simple and obvious truth that Mr. Hoover, in sending food to the Allies, is doing vastly more to help win the war than all that the War Department is doing. Yet army generals of high rank have been quoted as saying, with a sneering obstinacy on behalf of their own predilections, that in spite of everything we must have millions of men on the fighting front, and that the United States shall not be allowed to "play the part merely of a sutler"! These generals should enlist in the Navy and fight submarines. It is to be feared that Mr. Baker has come too much under the influence of certain military men whose ignoring of realities is only equaled by their unwillingness to face the truth. The thing that is wanted from the United States is not masses of half-trained American dough-boys, fine as those young men are in their pluck and courage, but highly trained engineers, aviators, and the like—quality, not quantity.

*Things as They Really Are*

Above all, what the situation calls for is the production of merchant ships to harmonize in a symmetrical program with the development of the Navy, the raising of food, the making of steel, the speeding up of railroads, and the highest kind of economic success in essential things. The cantonments obviously should have been built by the soldiers themselves to save the general dislocation of labor. The new shipyards could well have been laid out and put in form with the assistance of several hundred thousand enlisted soldiers, sailors, and marines, whose training for their specific services would have been all the more efficient for their helping in the most urgent of national work. In like manner, we have at least half a million men of practical mechanical skill now enrolled in the Army and Navy who could be assigned to shipbuilding as a direct national duty of more immediate military importance than

trench digging in Europe. We have also another half million of enlisted men who might well be furloughed for food production during the approaching farm season, all of them to be carefully assigned to their places, and held under government direction.

*The Overman Bill, and Others*

We are not much concerned, in our study of the war situation, about the bills that have been introduced at Washington for changes in the executive organization. The assertions of both sides in the passionate debate have been true in large part. It is true that the people of the United States have risen amazingly to the support of the war in a practical spirit. They have endured heavy taxation; bought Government bonds to finance the Allies and our own undertakings; furnished men for armies with little grudging, and "stood" for everything asked. The things done as a whole reflect credit upon the country in an aggregate of very large achievements. Most of this has been regardless of particular office-holders or bureau chiefs. The people and Congress having provided for doing great things, it was obvious that the money would be spent and that there would be much to show for it. If, however, on the other hand, the executive work has much of it been imperfect, it is the business of Congress to inquire thoroughly and criticize unsparingly. Senator Chamberlain and his associates have rendered a patriotic service in bringing to light defects and mistakes. It does not follow that the legislation they propose is necessary. On the other hand, it is not certain that much good would come from the Administration bill introduced by Senator Overman which would virtually repeal all existing legislation establishing the executive departments, and authorize the President to rearrange at his pleasure the whole business of carrying on national work. The important thing is, first, to adopt a sound program; second, to have efficient men in every office; and, third, to compel each of them to take his place in the team.

*Politics and Elections*

We in the United States are soon to enter upon a political season. Within a few months we shall be approaching the dates of primary elections and conventions. We shall make party platforms in forty-eight states, and elect in November some 435 members of the National House of Representatives. We must also choose thirty-two United

States Senators (one-third of the entire Senate) by state-wide popular elections. In addition to the regular senatorial elections to fill thirty-two seats there will be the need of filling several vacancies caused by recent deaths. Hardly less important than the election of members of Congress will be that of governors in more than thirty of the states. It is noteworthy that in the State of New York women will have full and equal part in the elections. There are men at Washington who have been quoted as expressing regret that the American public should have a chance to deal with officialdom at the polls this year. These loyal adherents of the existing regime fear lest we should be distracted from our duty of "canning the Kaiser" by giving some passing attention to the personnel of our own government.

*Our System and the European*

Not many robust Americans will agree with the view that we ought to imitate European countries and postpone all elections during war time lest people deal too roughly with men in office. In France, England or Italy, to be sure, a change in the political complexion of the parliament, due to a popular election, results in a sweeping dismissal of the old executive group, and the bringing in of a new Prime Minister and Cabinet. The demand for elections has been sidetracked in the European countries by putting members of all leading parties into the war cabinets. Moreover, every one of the European countries has changed, over and over again, the incumbents of its leading cabinet positions since the war began. In this country, on the contrary, we have seen Mr. Wilson retain the peace cabinet of his first administration without a single change as the peace cabinet of his second administration. We have then seen him keep every one of the peace members as a war cabinet, with no apparent prospect of any change before the end of his term in March, 1921. Nothing just like this has ever happened, so far as we are aware, either in our own history or in that of any other country under comparable conditions.

*An Election Will Be Useful*

Since public opinion in the profound stress of a great war cannot affect the tenure of a single American department head, no matter how inefficient, it is little enough to ask on behalf of the public that it should have a chance at its own representatives in Congress. There is no danger of helping the German mili-

tarists by holding a national election in the United States. President Wilson's general position on the war is as strongly supported by the Republicans as by the Democrats. In some of his principal war measures, indeed, he has been able to rely more certainly upon his political opponents than upon his own party. A Congress elected now in the face of the war emergency ought to be a much better body than the one elected in 1916. As for the Senate, it is not partisan in its methods; and if the Republicans should gain a slight preponderance, the only result would be the changing of the chairmanships of a number of standing committees. Although the Democrats have the present House of Representatives under their full control, their majority is very slight. It might be of advantage to President Wilson in the conduct of the war if the Republicans should have to take the responsibility of organizing and managing the next House of Representatives. While the seniority principle in assigning chairmanships has brought some able Democrats to the front it has not worked uniformly well. Stubborn and incompetent men responsible for the muddling of the War Tax laws have no place as legislative leaders in an intelligent country like ours. If the Democrats would follow their best men, there would be no need of Republican victory.

*Prospects  
Uncertain*

The political atmosphere may change radically before the Election Day comes around on November 5. For one thing, the war may be over by that time, the world having accepted the wise and unselfish principles of President Wilson. In that case we will all gladly vote the President's way; and even a "yellow dog" on the Democratic ticket will win, hands down. Otherwise we shall want to vote for patriotic men of tried wisdom and the ability to think for themselves. Since the Democratic party has everywhere its own way in the solid south, we suggest that it could well afford to send its best men, instead of some of the inferior ones who now fail to do it justice. Out in the West—beginning with North Dakota but surveying the country from St. Paul as a political metropolis—are the embattled farmers who call themselves the "Nonpartisan League," with Mr. Townley as their chief apostle, and with the vigorous young journalist and cartoonist, Mr. Baer, already in Congress. They have a program of their own that is more economic than political, and they aspire to

enough seats in Congress to hold the balance of power. The movement will be set forth in an early number of this magazine.

*Mr. Hays as  
Republican  
Chairman*

It cannot be said too plainly that the Republicans are not fighting President Wilson. Certain Republican governors are supporting his war measures as earnestly as any Democrats. The plain people want able and right-minded men in office just now and care little for party names. Mr. Willcox having resigned as Chairman of the Republican National Committee (he is serving on an important board at Washington), his successor was chosen last month. The new chairman is Will H. Hays, of Indiana, young, vigorous, open-minded and acceptable to the progressive element. Mr. John T. Adams, of Iowa, was the favorite of the conservative Republicans, but at the opportune moment his opponents fastened upon him the mistake of having seen the European struggle from the German standpoint when he was travelling on the continent at the outbreak of the war in 1914. Mr. Adams is undoubtedly as loyal an American today as Mr. Hays. Nevertheless, it was clear that the party ought not to be handicapped by having a chairman whose enemies would keep him on the defensive by calling him a pro-German. Mr. Hays and Mr. Adams should know how to manage Republican campaign affairs rather strongly. The important thing for the Republicans to remember is that the best possible men should be nominated for office. This is no year for campaign funds or party pressure. The voters will be independent, and will try to cast their ballots in such a way as to express convictions.

*The  
Coal  
Famine*

In Mr. Sikes' very thorough article on Chicago as an industrial and transportation center, in this number of the REVIEW, we find it stated that before 1916 the normal consumption of coal in the Chicago district was 22,000,000 tons. In 1916 it was 25,000,000 tons, and in the last calendar year, 1917, it was nearly 30,000,000 tons. The greater part of this consumption was due to the expansion of industry in the Chicago region and the accompanying enlargement of transportation effort. This increased demand for one industrial district of the country goes far to explain the fuel situation that had arisen with the opening of the new year. The difficulties were intensified by the prolonged severity of a

winter which has broken all previous records for protracted cold and for heavy snowfall. We are publishing an interesting statement (see page 290) from Mr. Morrow, who has recently been secretary of the coal producers' association and is now in charge of distribution for the Government's Fuel Administration. Mr. Morrow shows that the hardship to which coal shortages have subjected the country is not due primarily to failure of the operators at the coal mines to do their part. After the middle of February the plan of closing on Mondays, to save fuel, had been abandoned in favor of railroad embargoes adopted by Mr. McAdoo. Meanwhile the great number of ships waiting at the ports, with necessary food for France and England, had obtained coal and started for the other side.

*Preparing for  
a New Liberty  
Loan*

It is understood that the Government intends to launch the third Liberty Loan in April. The details of the new issue have not as yet been announced. There is strong pressure to make the rate so high as  $4\frac{1}{2}$  per cent. in order that people of small or moderate means may be attracted by the purely investment advantages of the security and buy the bonds to put away as income-producers. On the other hand, many good authorities are fearful that a rate of interest so high as  $4\frac{1}{2}$  per cent. will cause further abrupt depression in the current prices of good securities of railroad and industrial concerns, due to the tendency of these to reach new low levels of price when brought into competition with the Government bonds giving higher and higher yields. Thus it is obvious that if the Government of the United States were obliged to offer so much as 6 per cent. in selling its bonds to the public, there would be enormous and indiscriminate sales of general securities for the purpose of investing in the new national issue.

*A Great Issue  
of Treasury  
Notes*

When it was decided to postpone the third Liberty Loan until April, Secretary McAdoo provided for the necessities of the Government in the meantime by the issue of Treasury notes to be sold to the national and State banks and trust companies at the rate of \$500,000,000 every two weeks until \$3,000,000,000 are disposed of by the middle of March. Each financial institution is asked to set aside every week 1 per cent. of its gross resources for investment in these notes,

which bear 4 per cent. interest and run for three months. The first half billion issue of notes, dated February 8, was taken with ease and enthusiasm by the country's banks.

*Our Ten  
Months' War  
Bill*

The reports of the Treasury Department in February show that for the first ten months of our experience in the war we have expended \$7,100,000,000, of which we have loaned to our Allies \$4,121,000,000. This leaves America's own war bill to date \$2,979,000,000. The amount, large as it is, is smaller than was anticipated; but the expenditures are increasing at the rate of about \$100,000,000 a month, and it is now expected that the gross war bill for the first twelve months will be \$10,000,000,000, of which half will be loans to the Allies. To meet this expenditure, we have raised by the first Liberty Loan, \$2,000,000,000; by the second Liberty Loan, \$3,808,000,000; and by taxes, \$1,250,000,000. It is worthy of note that the loan factor in our total war revenue is something over 82 per cent. and the receipts from taxation something over 17 per cent. No other country except Great Britain has raised anything like so much as 17 per cent. of its war expenditure by taxation, and Great Britain did not reach this proportion until her third year of war.

*Twelve Billions  
Added to  
Our Debt*

If the third Liberty Loan raises \$6,000,000,000, our national debt will have grown during twelve months by the sum of \$12,000,000,000, with a carrying cost of approximately \$500,000,000 a year. Statisticians estimate that such a war debt will amount to about 5 per cent. of the national wealth, and that the interest on the debt will not be over 3 per cent. of the country's annual income. Comparing our situation in April with that of the leading European combatants, we find for them the following additions during this war to their national debts: Great Britain, \$23,000,000,000; France, \$15,000,000,000; Russia, \$18,000,000,000; Italy, \$6,000,000,000; Germany, \$20,000,000,000 and Austria-Hungary, \$14,000,000,000. In the case of Great Britain, it is estimated that the new debt amounts to one-third of the total wealth of the United Kingdom. Germany's total loans in this war of \$20,000,000,000 have all been issued at 5 per cent., so that she has already added \$1,000,000,000 to her annual debt charge—five times the entire interest on her national debt in 1914.



*The Proposed  
War Finance  
Corporation*

On January 28, Secretary of the Treasury McAdoo asked Congress to pass legislation which would enable the Government to create a War Finance Corporation and through it give assistance to enterprises necessary to the prosecution of the war. The Corporation, under the plan submitted by Mr. McAdoo, is to have a capital stock issue of half a billion dollars to be subscribed by the United States. It is to have the power of issuing its notes for eight times its capital stock. All new issues of securities in an amount greater than \$100,000,000 are, under Mr. McAdoo's plan, to be made only with the approval of the Corporation, the only exemption being railroads under Government control. The life of the Corporation is to be ten years, but is to cease, except for liquidating operations, six months after the war. The management of this vast financial machine is to be vested in a board of directors consisting of the Secretary of the Treasury, chairman, and four other persons to be appointed by him with the approval of the President. One of the sections of the bill provides for relief to savings banks from their present danger of sudden and large withdrawals by depositors to invest in Government bonds, at a time when, owing to the competition of the nation's issues, such institutions could only sell securities at panic prices. The plan is discussed at greater length on page 334.

*Does It  
Mean  
Inflation?*

Secretary McAdoo's plan has brought sharp criticism from some quarters and commendation from others. The criticism centers chiefly on the opportunity for inflation given in the issuance of the War Finance Corporation's notes to the possible amount of \$4,000,000,000, and on the power given the Secretary of the Treasury wholly to dominate the new institution. That the device is primarily aimed to effect a great expansion of credit, is obvious. Mr. McAdoo and his supporters believe this expansion is made necessary by the huge demands of the Government on capital and their tendency to leave insufficient credit for the vigorous conduct of many private businesses which are essential to the war. It is a wise man indeed who can say positively just where emergency expansion, clearly necessary for war needs, is ended and dangerous inflation is begun. Unprejudiced observers of the financial phenomena of war times have come to the conclusion that there is no sharp dividing line between necessary expansion of

credit and inflation, and that the difference is one of degree rather than of kind. In other words, the abnormal expansion to meet abnormal needs is inflation, and inflation is inevitable. Whether it is to be dangerous inflation or not depends largely on the length of the war and other circumstances over which the Secretary of the Treasury and Congress have imperfect control.

*An Additional  
Month for Tax  
Reports*

It was not until February 4 that the Treasury Department finished its elaborate rules for interpreting the excess profits tax and the Government printing office could begin rush work on the instruction forms. It was, therefore, deemed advisable to extend the time allowed tax payers for filing their reports, and the final day was moved from February 28 to March 31. In a further attempt to make the new revenue law less burdensome, members of Congress expect to see legislation later on allowing excess profits taxes to be paid in installments instead of a lump sum. Such relief will be welcome and will do much to lessen the impact of the blow. Thousands of concerns will, in 1918, be assessed under the excess profits section for sums much larger than the amount of money they have in bank. The cash profits on which a tax is levied will have been put back into their business in the form of extensions of plants and inventories. In many cases this has been done at the insistent request of the Government to insure larger current production of war materials. For such enterprises it would be necessary, when the time comes to pay excess profit taxes, to borrow very heavily indeed from the banks—perhaps so heavily as seriously to unsettle financial conditions. If, on the other hand, payments of the tax can be made, say, in monthly or quarterly installments, with interest on deferred payments, the situation for American industry will be better.

*The Railroads  
and the Govern-  
ment Control*

The Government's bill providing for control of the railways met no decided or general opposition in Congress. Both the Senate and the House were persuaded that some definite time limit should be set, the Senate having it eighteen months and the House two years. The chief item of discussion, aside from this, was the question of authority for fixing rates, the House bill leaving it, as was provided in the Administration's bill, to the President, but giving shippers the privi-



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## THE NEWLY APPOINTED RAILROAD WAGE COMMISSION

(Sitting, left to right:—J. Harry Covington, Chief Justice Supreme Court of the District of Columbia; Franklin K. Lane, Secretary of the Interior, Chairman; Chas. C. C. McChord, Interstate Commerce Commissioner; William R. Willcox, formerly chairman of the Republican National Committee. Standing:—William A. Ryan, secretary, and Frederick W. Lehmann, legal advisor of Wage Commission)

lege of review by the Interstate Commerce Commission. On February 6, Director-General McAdoo announced that he had organized the staff which is to advise him in the conduct of the railways of the country. It is composed of Walter D. Hines, Assistant to the Director-General; Carl R. Gray, Director of Transportation; John Barton Payne, General Counsel; Edward Chambers, Director of Traffic; John Skelton Williams, Finance and Purchases; W. S. Carter, Director of Labor, and Charles R. Prouty, Public Service and Accounting. It is announced that Mr. McAdoo expects to save millions of dollars through extensive standardizing of railway equipment and by a centralized system of purchasing.

*The Government  
Beast with  
Labor Problems*

The Railway Wage Commission, appointed by Director-General McAdoo to hear and consider the demands of the railway brotherhoods for higher pay, began its very important work on January 29. Representatives of the unions of station agents, trainmen, conductors, switchmen, locomotive firemen and engineers, mechanical employees and railway clerks were scheduled to appear before the commission to give their reasons for the increases in wages. These wage demands

are formidable in amount, averaging nearly 40 per cent more than the present scale even after the increases made under the Adamson law, and totalling nearly \$500,000,000 for this year alone. It will be remembered that the entire net income guaranteed the railways as compensation for their use by the Government is less than twice this wage increase now demanded. The problem is the most perplexing and momentous one of all those confronting the Director-General of Railways; and the personnel of the commission appointed to deal with it is necessarily of the first order. The chairman is Franklin K. Lane, Secretary of the Interior. Frederick W. Lehmann of St. Louis is general counsel. Other members are J. H. Covington, Chief Justice of the District of Columbia, Interstate Commissioner McChord, and William R. Willcox, former chairman of the New York Public Service Commission. By the middle of February another labor problem became acute for the Government's conduct of the war. There were widespread strikes in the shipyards with radical demands for wage increases. It was announced that the Administration was considering taking over some or all of the shipyards and a virtual conscription of labor to keep the ship construction going, if it is found necessary.

# RECORD OF EVENTS IN THE WAR

(From January 21 to February 15, 1918)

## *The Last Part of January*

January 21.—Widespread strikes in Vienna and other cities of Lower Austria—in favor of peace, but aggravated by food shortage—are reported through Switzerland, with many important war industries closed.

Supreme command of Austro-German forces on the Italian front is transferred from Archduke Eugene to General Borovich (who also passes over Field Marshal von Hoetzendorf).

Sir Edward Carson resigns from the War Cabinet in Great Britain, anticipating grave decisions by the government in matters of policy in Ireland.

January 23.—Russian delegates to the peace conference at Brest-Litovsk announce their unanimous decision to reject the German terms.

It is discovered that the Germans have withdrawn advanced lines on the northern Italian front (from near Monte Tomba back to Monte Spinocia), as a result of a recent success by French troops; the withdrawal emphasizes the apparent abandonment of the Austro-German attempt to break through.

January 24.—Chancellor von Hertling, speaking before the Main Committee of the German Reichstag, replies to the peace terms of Premier Lloyd George and President Wilson; he declines to allow interference in Russian affairs, leaves Italian matters for Austria-Hungary to answer, and pledges support to Turkey against proposals affecting its territory; Belgian details should be settled at a peace conference, conditions of evacuation of occupied parts of France should be agreed upon between Germany and France, but dismemberment of Imperial territory (Alsace-Lorraine) can never be considered.

The Austro-Hungarian Foreign Minister, Count Czernin, delivers a notable address in the Reichsrath, in which he declares that Austria demands not one meter of territory from Russia, and that peace ought to result; he also makes overtures for a direct "exchange of ideas" between Austria and the United States.

Lord Rhonda, the British Food Controller, announces that butter and meat are to be sold in London and the home counties only under a system of rationing.

Colonel C. A. Repington, the famous English military writer, declares that the Lloyd George War Cabinet has not maintained British forces in France at sufficient strength to compete with the Germans on fair terms.

January 25.—The British Food Controller declares that unless the United States sends to the Allies at least 75,000,000 additional bushels of wheat, he cannot give assurance "that there will be food enough to win the war."

January 26.—A third Congress of the Councils of Workmen's and Soldiers' Delegates of All

Russia meets at Petrograd (with 625 delegates).

The Spanish steamer *Giralda*, engaged in coastwise trade, is sunk by a German submarine.

January 28.—Strikes in protest against a continuation of the war are reported in Berlin and other German industrial centers, under Independent Socialist leadership.

German airplanes carry out a night raid over London, killing 58 persons and injuring 173.

The strength of the American contingent in France is placed by Secretary of War Baker at more than half a million men early in 1918, with perhaps 1,500,000 by the end of the year.

An Italian offensive against Austro-Germans on the eastern Asiago Plateau results in the capture of important mountain positions and 2,500 prisoners.

January 29.—Fighting on a large scale is reported between Bolshevik forces and Ukrainian troops at Lutsk, in Volhynia.

A bread ration of approximately 11 ounces daily is voted by the French Chamber of Deputies.

January 30.—From Holland it is reported that the workmen's strikes in Germany involve essential war industries in Berlin, Hamburg, Essen, and Kiel; from Switzerland it is reported that the demands of the strikers include peace without indemnities or annexations, participation of workmen's delegates in peace parleys, reestablishment of the right of public meeting, abolition of militarism in war industries, and electoral reforms.

Manufacture of beer in Germany is reported to have ceased because of the use of barley for fodder, due to shortage of oats.

A revolutionary movement gains headway in Finland, in opposition to the government which proclaimed independence from Russia.

The Rumanian Government is reported to have sent troops into Bessarabia (Russia), to assist the new republic to meet Bolshevik activity.

It becomes known that a fleet of former German steamships (more than 600,000 tons), seized in the United States at the outbreak of war, and now repaired, has brought men and supplies to France.

An agreement is reached between the United States and Great Britain making draft laws applicable to aliens.

A German air raid over Paris, involving four squadrons and the dropping of 70 large bombs, results in the death of 45 persons; the Berlin official statement describes the occurrence as "our first systematic attack from the air."

Announcement is made at Rio Janeiro of the appointment of Admiral Pedro Pronti as commander of "the Brazilian fleet which will cooperate with the Allies in European waters."

January 31.—It is learned that certain units of American troops in France have completed their period of instruction and training and have for some time occupied a section of first-line trenches.



M. JOFFE, PRESIDENT OF THE RUSSIAN DELEGATION  
AT THE BREST-LITOVSK PEACE CONFERENCE

### *The First Part of February*

February 2.—Socialists in Switzerland demand the immediate demobilization of the army.

February 3.—The Russian Soviet issues a decree (signed by Premier Lenine and other members of the government) separating Church and State; the decree also, it is reported, establishes the civil marriage only, abolishes religious teaching in the schools, guarantees religious freedom, and forbids private ownership of church property.

The American Red Cross War Council makes report of appropriations totalling \$77,843,000, of which \$44,657,000 was for foreign relief (three-quarters of it in France).

February 4.—The trial of Paul Bolo (Bolo Pasha), charged with treason through pro-German plotting on two continents, is begun at Paris.

Amsterdam reports that the strikes in Germany have been ended, by strong measures on the part of military authorities.

February 5.—The British liner *Tuscania*, carrying 2,200 American soldiers under convoy of British warships, is torpedoed and sunk by a German submarine off the north coast of Ireland; 170 of the soldiers lose their lives.

A dispatch from American newspaper correspondents states that the new American sector is "northwest of Toul"—a part of the St. Mihiel salient.

The number of British non-combatants killed by German submarines is officially placed at 14,120.

February 6.—The French High Commissioner to the United States, Andre Tardieu, states that on January 1 there were 4,725,000 French soldiers under arms, of whom nearly 3,000,000 were in

the war zone; they hold three-fourths of the Western front of 470 miles.

The German Field Marshal, von Mackensen, sends an ultimatum to the Rumanian Government, demanding that peace negotiations be begun within four days.

### *The Second Part of February*

February 8.—The Austrian Premier, Dr. von Seydler, offers his resignation, after opposition by Polish deputies; Emperor Karl refuses to accept it.

February 9.—Representatives of Ukraine (southern Russia) sign a peace treaty—the first of the war—with representatives of the Central Powers, at Brest-Litovsk.

A German official report states that American prisoners have been captured north of Xivray, ten miles east of St. Mihiel.

Earl Reading, Lord Chief Justice of England, arrives in the United States to take up his new duties as British High Commissioner.

February 10.—The peace conferences at Brest-Litovsk (between Russian delegates and representatives of the Central Powers) are broken off by the Russians, who refuse to conclude "a peace which would bring sadness, oppression, and suffering to millions of workmen and peasants."

February 11.—President Wilson addresses Congress in reply to the German Chancellor and the Austrian Foreign Minister; he declares that the United States is ready to be shown that the settlements she has suggested are not the best, but reaffirms that future wars must be rendered impossible by proper settlements based on justice, the rights of small nations and of populations, and the recognition of national aspirations wherever possible.

The Russian Government declares "the present war with Germany and Austria-Hungary, Turkey and Bulgaria, at an end," and orders complete demobilization on all fronts.

February 12.—Premier Lloyd George, addressing the British House of Commons, declares that the peace utterance of the German Chancellor cannot be taken seriously in some of its proposals, and that the speech of the Austro-Hungarian Foreign Minister, though different in tone, is similar in substance; he states that enormous German reinforcements on the Western Front have completely changed the war situation.

February 13.—British shipbuilding figures for 1917 are officially stated to be 1,163,474 tons constructed and 170,000 tons obtained from abroad.

Reports from Rumania declare that the German ultimatum of February 6 was ignored.

February 14.—Bolo Pasha is declared guilty of treason by a French Court Martial, and sentenced to death.

February 15.—At a conference of German military leaders, it is reported, decision was reached to resume operations against Russia.

A German torpedo-boat flotilla, in an early morning raid, destroys eight small British patrol vessels in Dover Strait.

Ukrainian troops attack Bolshevik forces in an effort to obtain control of the important city of Kiev.

# RECORD OF OTHER EVENTS

(From January 21 to February 15, 1918)

## PROCEEDINGS IN CONGRESS

January 21.—In the Senate, Mr. Stone (Dem., Mo.) severely criticizes Republican leaders; the episode is the first serious introduction of partisanship since the United States entered the war.

January 24.—In the Senate, Mr. Chamberlain (Dem., Ore.) gives details to back up his declaration in a New York address that "the military establishment of America has fallen down."

January 28.—The Senate Committee on Military Affairs is addressed by Secretary of War Baker, who gives detailed information regarding military preparation, in answer to the charges of Chairman Chamberlain.

February 2.—The House adopts the Agricultural Appropriation bill (\$27,000,000).

February 4.—In both branches, the Administration bill creating a War Finance Corporation is introduced; \$500,000,000 would be appropriated as capital, and the corporation would have power to issue notes up to \$4,000,000,000; the purpose of the measure is to aid in financing private enterprises necessary to the prosecution of the war.



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MR. J. D. A. MORROW

(Mr. Morrow is an expert in industrial statistics, now in charge of distribution of coal in the Fuel Administration. He writes on coal production for this number of the REVIEW—see page 290)

In the Senate, Mr. Hitchcock (Dem., Neb.) ranking member of the Committees on Military Affairs and Foreign Relations, severely criticizes "red tape" and delay in the Administration's conduct of the war.

February 5.—In the Senate, Mr. Wadsworth (Rep., N. Y.) speaks in favor of the War Cabinet, commending achievements of the Administration but declaring that expert opinion is overwhelmingly for centralization of control and authority.

February 6.—In the Senate, Mr. Overman (Dem., N. C.) introduces a bill empowering the President "to make such regulations and issue such orders as he may deem necessary" in order to redistribute functions among executive departments, bureaus, commissions, or other Government agencies.

February 7.—In the Senate, the Administration's Railroad bill is reported by the Interstate Commerce Committee, as amended.

In the House, Mr. Glass (Dem., Va.) speaks in defense of the Secretary of War and in denunciation of his critics.

February 8.—In the House, a bill is introduced by Mr. Hull (Dem., Tenn.), creating a fund of \$60,000,000 for the purchase of Government bonds whenever the market price falls below the issue price.

February 9.—In the House, the Administration's Railroad bill is reported from the Committee on Interstate Commerce, as amended.

February 11.—Both branches assemble in joint session and are addressed by President Wilson in reply to recent peace speeches of the German Chancellor and the Austro-Hungarian Foreign Minister.

February 14.—In the Senate, Mr. James (Dem., Ky.) replies to Mr. Chamberlain's criticisms of the Administration.

The Urgent Deficiency bill is reported, carrying appropriations of \$1,107,220,000.

February 15.—In the Senate, Mr. Weeks (Rep., Mass.) declares that the number of American troops in France is only 54 per cent. of the War Department's anticipations.

## AMERICAN POLITICS AND GOVERNMENT

January 21.—President Wilson condemns Senator Chamberlain (Dem., Ore., chairman of the Committee on Military Affairs) for declaring in a New York address that "the military establishment of America has fallen down" because of "inefficiency in every bureau and department of the Government"; the President declares that the War Department has performed a task of unparalleled magnitude and difficulty with extraordinary promptness and efficiency, and that Secretary Baker is one of the ablest public officials he has ever known.



The Governors of Illinois, Indiana, Iowa, Ohio, and Kansas appeal to the Director-General of Railroads for aid in moving the corn crop, which is rotting on the farms.

January 22.—The five-day industrial shutdown is characterized by the Fuel Administration as having "greatly served" its prime purpose—the bunkering of ships and the supply of domestic consumers and public utilities.

The Department of Agriculture places the value of farm products during 1917 at \$19,443,-849,381, an increase of \$6,000,000,000 over the previous year; 70 per cent. of that sum represented crops and the remainder animal products.

The Kentucky Senate adopts a proposal to submit Statewide prohibition to the voters.

January 23.—An embargo on all freight other than food, fuel, and munitions, on three Eastern railroads, is ordered by the Director-General of Railroads to relieve coal shortage.

January 26.—President Wilson issues a proclamation suggesting means by which consumption of wheat should be reduced by the 30 per cent. "imperatively necessary to provide the supply for overseas;" two wheatless days and one meatless day are designated.

The North Dakota Senate (following similar action in the House) ratifies the Prohibition amendment to the federal Constitution, the fourth State to approve the amendment.

January 28.—A local option bill is adopted by the New Jersey Legislature after a ten years' fight by Prohibition advocates.

January 29.—It is stated that applications for Government soldiers' insurance (from 600,000 soldiers and sailors) have passed \$5,000,000,000.

January 30.—The Interstate Commerce Commission, deciding the so-called "intermountain rate cases," allows increases of approximately 15 per cent. in railroad commodity rates to the Pacific Coast.

February 4.—The War Department announces that the last increment of men selected for the first draft (September, 1917) will move toward training camps during the last week of February.

February 5.—The Secretary of War announces the appointment of Major-General Peyton C. March (chief of American artillery in France) as Acting Chief of the General Staff at Washington.

Figures compiled at Washington show that ten months of war have cost the United States approximately \$7,000,000,000, more than \$4,000,000,000 having been advanced to the Allies as loans.

February 8.—The Fuel Administrator's Monday-closing order is rescinded in the South.

February 13.—The Fuel Administrator suspends the general operation of his order for Monday holidays, but gives State administrators power to keep it in effect where needed.

Surgeon-General Gorgas condemns unsanitary conditions at Camp Greene, near Charlotte, N. C.

Will H. Hays, of Indiana, is elected chairman of the Republican National Committee.

February 14.—The President orders an investigation into charges of irregularity and waste in

Government shipbuilding contracts at Hog Island, Philadelphia.

Chairman Hurley, of the Shipping Board, warns striking carpenters against "deliberately imperiling the lives of soldiers in France."

New England fuel administrators decide to continue the heatless Mondays.

February 15.—The President issues proclamations making all foreign trade subject to Government control under a license system.

## OTHER OCCURRENCES OF THE MONTH

January 22.—Prohibition in Quebec province, Canada, beginning May, 1919, is decided upon at a caucus of the majority party (Liberal).

February 13.—The Presidential election in Colombia is indecisive, Dr. Marco Suarez apparently leading, and a second election will be held in June.

February 15.—The Canadian Government announces its purpose to extend the franchise to all women.

## OBITUARY

January 23.—Hyrum F. Smith, Apostle of the Mormon Church, 45.

January 24.—Alfred G. Carpenter, judge of the Ohio Court of Appeals.

January 30.—William Hughes, United States Senator from New Jersey, 45.

January 31.—Prof. Lawrence Heyworth Mills, of Oxford University, a noted philologist, 80.

February 2.—John L. Sullivan, the famous pugilist, 59. . . . Leander Richardson, formerly widely known as a newspaper man and dramatist, 62.

February 3.—William M. Chase, ex-justice of the New Hampshire Supreme Court, 80. . . . Joseph T. Bailey, a widely known Philadelphia jeweler, 83.

February 4.—Jechiel Tehlenow, of Russia, head of the international Zionist movement.

February 5.—William Le Baron Putnam, formerly Governor of Maine and recently judge of the United States Court of Appeals, 83.

February 6.—Charles Edward Faxson, of Boston, a noted botanist and botanical artist, 72.

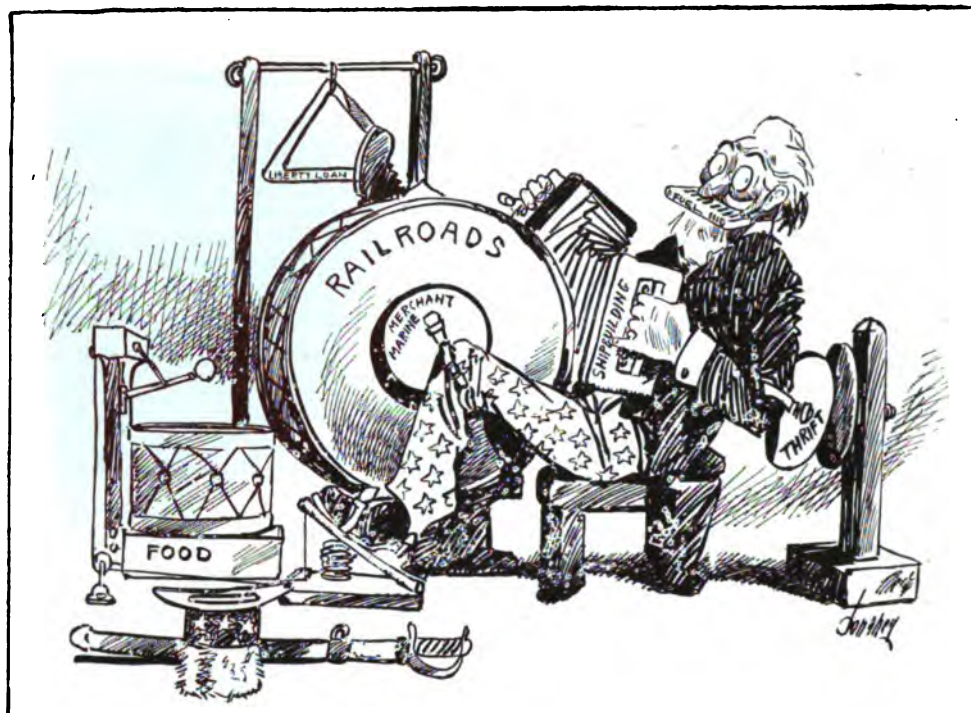
February 7.—Henry Johnson, professor of modern languages at Bowdoin College for thirty years, 62.

February 8.—Louis Renault, international law advisor to the French Foreign Office, 75.

February 9.—Henry J. Spooner, former Member of Congress from Rhode Island, 79. . . . Prof. James Rignall Wheeler, head of the department of Archaeology and Greek art at Columbia University, 59. . . . Sergeant Kent S. Ritchie, U. S. A., a member of the business organization of the Review of Reviews Company in the West (killed in service in France), 26.

February 10.—Abdul Hamid, Sultan of Turkey from 1876 to 1909, 75.

February 14.—Sir Cecil Spring-Rice, recently retired as British Ambassador to the United States, 58.



AND, BY GINGER, HE CAN PLAY 'EM ALL! (BUT IT KEEPS UNCLE SAM BUSY THESE DAYS)  
From the *Plain Dealer* (Cleveland, Ohio)

## AMERICA'S WAR ACTIVITY IN CARTOONS



CRITICAL, BUT—  
(Congress stops pulling to see how the executive is making out)

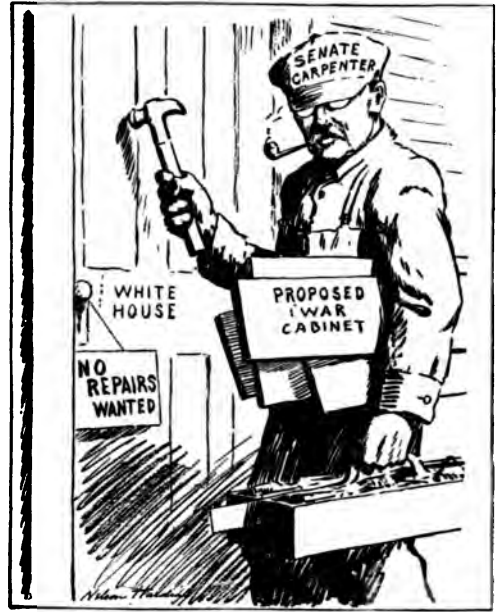
From the *Evening News* (Newark, N. J.)



WE ARE LIKELY TO HAVE SOME INTERESTING DEVELOPMENTS ON WHO IS HEAD OF THE HOUSE  
From the *Tribune* (New York)



THAT MISCHIEVOUS BOY FROM OREGON  
From the *Evening Mail* (New York)



A PERFECTLY FRIENDLY KNOCK  
From the *Eagle* (Brooklyn, N. Y.)

**M**OST of the cartoons that we have selected for reproduction this month have to do with our national war activities and the various conditions and limitations

growing out of them. Some of the cartoonists have found themes for their pencils in the controversies and debates that have arisen in connection with the business of war-making; but

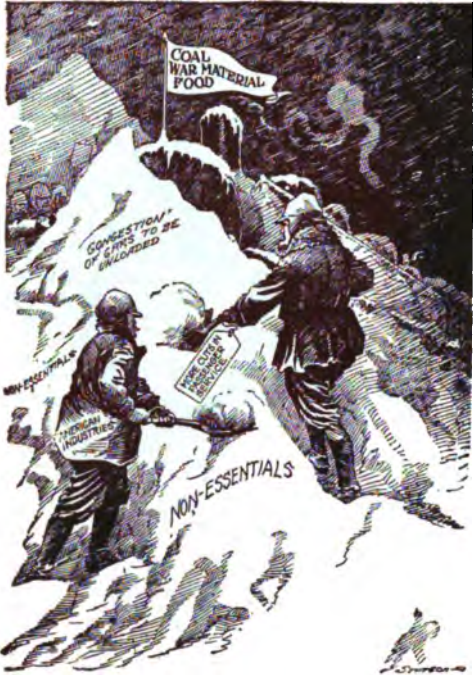


THE CAMPAIGN DRAWS NEAR  
(In November Congressional elections will be held in all districts, and Senate elections in thirty-two States)  
From the *Post-Dispatch* (St. Louis)

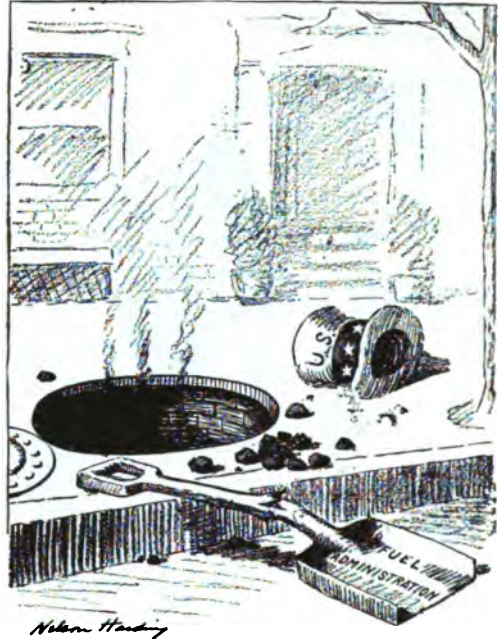


BEFORE AND AFTER  
TRAINER BAKER: "On my word, gentlemen, there is no padding."  
From the *Evening Mail* (New York)





CLEAR THE DRIFT!  
From the *News* (Dayton)



Nelson Harding

WHERE HE FELL DOWN  
From the *Eagle* (Brooklyn)

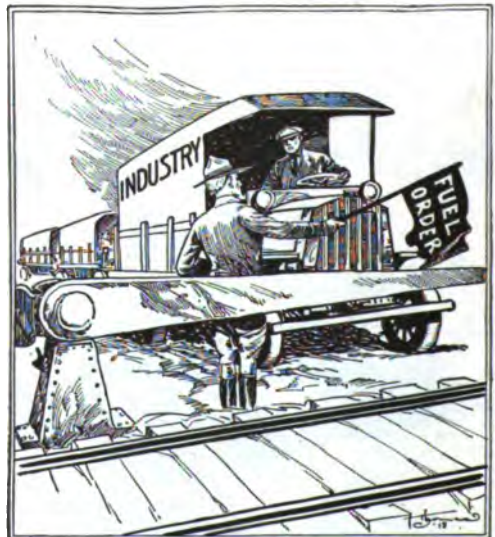
chiefly they are interested in the war-making itself and the way it affects our population. The proposed War Cabinet is a fruitful topic this month, and in the main the cartoons are good-natured and by no means unfriendly to the Administration. "A Perfectly Friendly

Knock," from the Brooklyn *Eagle*, on the preceding page is a fairly typical example of the general attitude held by the press on this subject. Congress itself comes in for rather more caustic criticism.

The coal shortage is an occasion of never-ending comment. The four cartoons on this page are undoubtedly representative of



AWAITING TRANSPORTATION!  
From the *Commercial Appeal* (Memphis, Tenn.)



DELAY IS BETTER THAN DISASTER  
(People do not quarrel with the gateman who protects them from danger)  
From the *News* (Detroit, Mich.)





"THEIRS NOT TO MAKE REPLY"  
From the News (Dallas)

public sentiment, especially in the North-eastern States of the Union. The cartoon in the lower left-hand corner of this page is intended to set forth the new and anomalous position of the American business man in the presence of the "heatless Monday" order. In some parts of the country there were only eighteen working days left in the month of February after deducting the



A GENTLEMAN OF LEISURE  
From the Evening Post (New York)



"THAT'S THE IDEA FOR THE NATION!"  
From the News (Dayton)

Fuel Administration's enforced holidays. The other cartoons on the page illustrate the various ways in which the nation is conscripting its industrial resources for the great drive of 1918. Note especially "the Ohio plan," from Governor Cox's Dayton News, putting forth the sentiments expressed by the Governor himself in this number of the REVIEW (page 297).



URGENT!  
From the Tribune (Los Angeles)





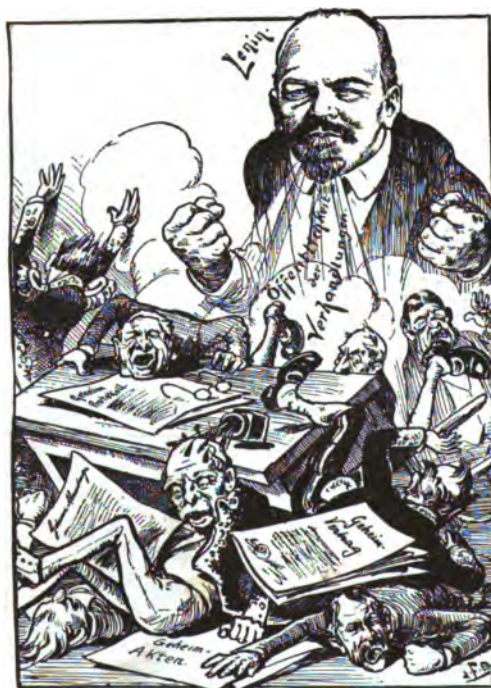
A SLIGHT COME-DOWN FOR THE GERMAN  
CHANCELLOR  
From the *News* (Dallas, Texas)



WILLIAM: "HE'LL NEVER MAKE A DIPLOMAT—  
HE SPEAKS THE TRUTH"  
From the *Evening Post* (New York)

The two cartoons above refer to President Wilson's addresses of January 8th and February 11th stating peace terms. They picture the German Chancellor's difficulties in meeting the conditions and Kaiserdom's

scorn for a world statesman who has nothing to keep back.



THE END OF SECRET DIPLOMACY  
From *Nebelspalter* (Zurich)

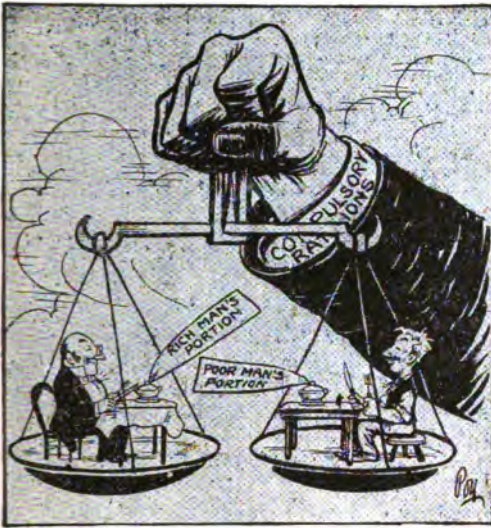


PIECES—BUT NOT PEACE

CLÉMENTEAU (spokesman for the Entente): "Well, Icarus-ovitch, we warn you finally that you can't fly with those Boche wings. If you try you'll be in pieces from the moment you take the fatal plunge!"

From the *Passing Show* (London)





**JUSTICE THROUGH COMPULSORY RATIONING**  
From the *Evening News* (London)



**YOUR UNCLE SAM MEANS BUSINESS**  
From the *Oregonian* (Portland)



**DOWN WITH CAPITALISM!**  
From the *World* (New York)



**IT WAS THAT EXTRA KID THAT GOT HIS GOAT**  
From the *Evening Dispatch* (Columbus, Ohio)



**THE KAISER'S IDEA OF TROTZKY**  
From the *Westminster Gazette* (London)  
Mar.—3



**THE MISER AND HIS MODERN HOARD**  
From the *News* (Detroit)





*The First Step—Laying Out or Enlarging the Shipyard Itself. The Illustrations Show Hog Island Swamp (Philadelphia) and Three Months' Progress on Ways for Fifty Vessels*

## THE BUILDING OF THE SHIPS

ONE hundred and thirty-two shipyards along the Atlantic, Pacific, and Gulf coasts, and on the Great Lakes, are busily engaged in turning out standardized steel and wooden cargo vessels for the United States Government. Many of these yards had no previous existence; others have been greatly enlarged. While the Shipping Board's program of 6,000,000 tons of new construction

this year will not be realized, the output may reasonably amount to three or four times that of last year, which was 900,000 tons. The great need is shipyard workers, and a campaign has been under way to enlist the services of 250,000 mechanics who will play a part second to none in the successful prosecution of the war. A stable, loyal, and non-striking army of workers is needed.



© Underwood & Underwood

*Ways for a Series of Standardized Steel Ships, All Under Construction at the Same Time. Four of the Vessels Can Be Seen in the Picture*



*Laying the Keel of a Steel Ship (on Staten Island, New York Harbor) and Adjusting Bottom Plates*



© Committee on Public Information

*Giving Strength and Shape to the Bow*



© Underwood & Underwood

*A Section Amidships, with Side Girders in Place*



© Committee on Public Information

*A Steel Cargo Vessel Nearing Completion*



© Underwood & Underwood

*Destined to Be an Oil Tank Steamer*





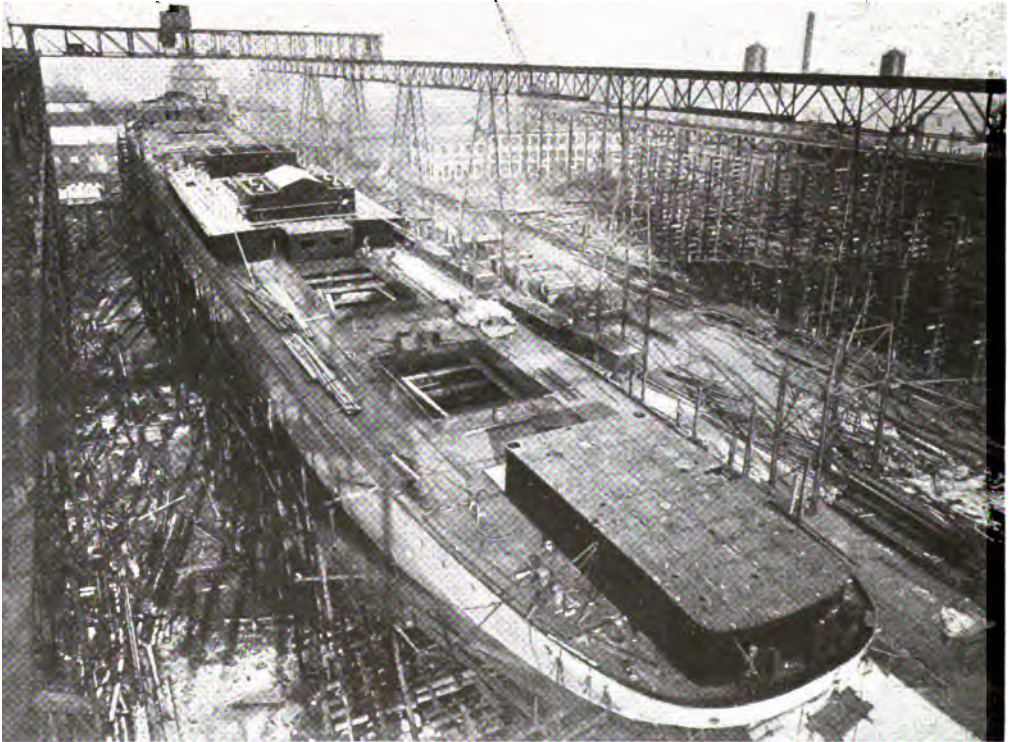
Committee on Public Information

*Riveting and Riveting—The Chief Occupations  
in a Steel Ship Yard*



Committee on Public Information

*Cutting a Steel Plate with the Intense Heat of  
an Acetylene Torch*



Committee on Public Information

*Steel Ship Ready for Launching, at Cramps (Philadelphia). The Delaware Valley Will Soon  
Be the Greatest Shipbuilding Center in the World. The Yards at Hog Island Alone  
Will Accommodate Fifty Vessels of 7500 Tons Each*





© Western Newspaper Union

*An Immense Wooden Vessel Under Construction at an American Shipyard*



© Western Newspaper Union

*Bolting the Inner Shell to the Frame*



© Western Newspaper Union

*All Ready for the Launching*



© Western Newspaper Union

*A Wooden Vessel Taking the Water—With a Sister Ship Nearing Completion*

THE REVIVAL OF WOODEN SHIP BUILDING IN THE UNITED STATES

# AMERICA IN LORRAINE—RUSSIA SURRENDERS

BY FRANK H. SIMONDS

## I. THE LORRAINE FRONT

SEVERAL months ago I made a passing reference to the German reports that the American troops were in Lorraine. At that time our own Government had made no official statement on the subject and it was therefore impossible to go beyond a brief comment upon the German assertion. In January, however, there was the official Washington statement that General Pershing's army was in Lorraine and the American newspapers were at least permitted to conjecture that Lorraine was to be the scene of our own effort in the World War.

Accordingly in the present article I am going to discuss in some detail first, the whole Lorraine front; that is, the sector which we shall presumably occupy as a whole, in the next year, and then the far less extensive area, in which German reports have placed our first considerable contingent upon the line. The first time the Germans announced American troops on the front they fixed their position as near the Rhine-Marne Canal, not far from Luneville. They have now asserted that we are holding a portion of the St. Mihiel Salient north of Toul.

The Lorraine front may be roughly described as consisting of three quite distinct sectors: The southern, running along the Vosges from the forts of Belfort to those of Epinal; the northern, resting upon the Heights of the Meuse from the forts of Verdun to those of Toul; the Central, between the forts of Toul and those of Epinal, in the open gap in the defensive system of the eastern frontier of France and covering the considerable city of Nancy, the old capital of the province of Lorraine.

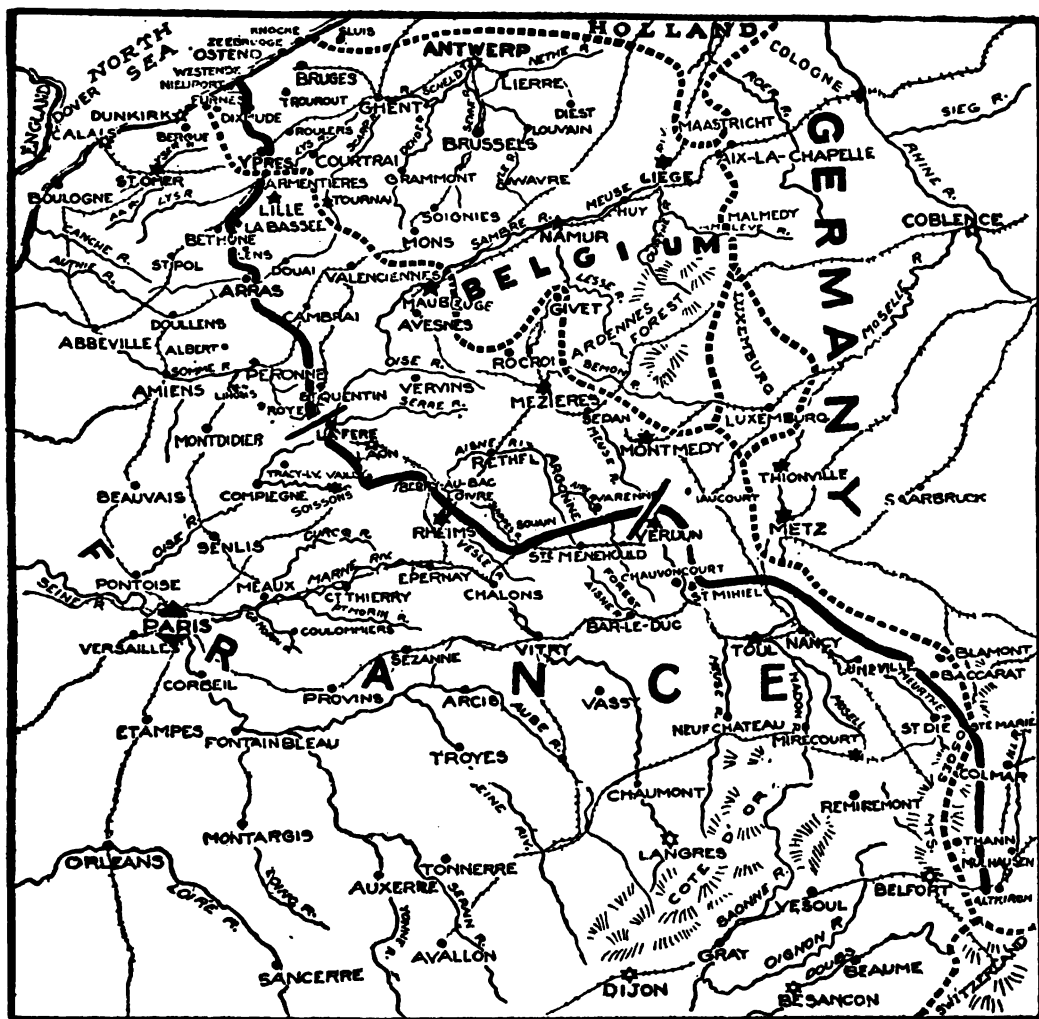
The portion of the front between Verdun and the region just north of Toul is not and will hardly be at any time marked out for defense by the American Army. Actually it is the right flank of the armies covering Paris and for this mission the French will naturally choose their own troops. The southern sector, that of the Vosges, may in

some later period be taken over by Pershing's men, but it is not a sector suitable for larger offensive operations and it calls for a special kind of troops—mountaineers, in fact—which we can hardly train in any rapid fashion.

There remains the much wider sector, the Central, extending from the Meuse at St. Mihiel, across the front of the forts of Toul to the Moselle at Pont-à-Mousson and thence across the Grand Couronné, in front of Nancy, to the foothills of the Vosges east and south of Lunéville and before the fortress of Epinal. This stretch of some hundred miles seems to be marked out as the line which we are eventually to take over, and the Germans now assert that we are holding a portion of it already, naming the little village of Xivray, fifteen miles north of Toul and perhaps ten miles distant from the northernmost fort, as the scene of the capture of some American troops.

When it was determined to send American troops in large numbers to France, it was necessary to decide at once where they would be placed. They could not be sent to the British front, which extends from the sea at Nieuport approximately to the Oise near St. Quentin (including the short sector held by the Belgians) because the British were not in such a condition as to require American reinforcements. For the present year, probably for the next, British manpower will suffice to hold the line to which the twenty miles of Ypres front, held by Sir John French after "First Wipers" has now expanded.

As for the French front from the Oise to Verdun, this covered Paris and was the most vital sector in the military and political sense on the whole front, therefore it was not the sector on which it was desirable to place our new army and the French would naturally not wish to see us put in along this line. There remained, then, only the Lorraine front, from the outward supports of Verdun, on the Heights of the Meuse, to the forts of Belfort. On this front, long in-



THE PRESENT FIGHTING LINE OF THE WEST FRONT

(A possible apportionment of sectors among the three Allies, Great Britain, France, and the United States, is suggested in the paragraph beginning at the foot of this page)

active, our army could gradually be put in, releasing French troops, as the British had released French armies between Arras and St. Quentin. And the decision to send the American troops to Lorraine was made almost before the first division had landed on French soil.

There was another consideration, that of communications. It was essential that there should be no confusion of lines of communication behind the front; American troops could not be interspersed between British and French armies without bringing about disorder. But if our armies were placed on the extreme right wing, there could be built up behind them and in connection with certain selected seaports an independent system

of railroads, exactly as the British have re-organized the old French railroad systems between the Seine and the Belgian frontier, behind their own firing line. There would thus be created three wholly distinct lines of communication from sea to firing line. And it is at this task that American engineers and railroad men have been occupied for many months. We may perhaps assume that the first lines from some port on the Channel or from the Bay of Biscay to the Lorraine front are now in running order.

Looking at the map, it will be seen that the present plan calls for three distinct sectors on the Allied front—a British front from the North Sea practically to the Oise, a distance of rather more than 125 miles; a

French sector from the Oise to the Meuse above Verdun, some 150 miles in extent, and an American sector, from the Meuse above Verdun and near St. Mihiel to the Swiss frontier; that is, some 150 miles more. But it must be understood that it will be impossible for us to take up all our part of the line this year, so that the French will have to continue to hold at least half of our eventual front, that from the foothills of the Vosges, west of Mt. Donon, to the forts of Belfort, during the present year.

But by next year there will be, roughly speaking, a million British, a million French, and a million American troops on the Western Front, holding clearly distinct sectors, although under closely coördinated direction. And when this situation arrives, the Germans will be completely outnumbered on each sector and for the balance of the war condemned to face superior numbers with weaker forces on the line and incomparably weaker reserves behind it. This, in a word, is the general scheme of the Western Front, when we arrive in full strength, and it is toward the realization of this scheme that we have now made the first move in definitely taking over one sector, probably a very small one, of the line between St. Mihiel and Pont-à-Mousson.

## II. THE ST. MIHIEL SALIENT

Now a word as to the exact position of our first contingent to "take over." As fixed by the Germans, this is on the south side of the famous St. Mihiel salient. As I just pointed out, the northern sector of the Lorraine front rests upon the Heights of the Meuse, which rise abruptly on the east bank of the Meuse and fall equally sharply into the plain of the Woivre, still farther to the east. These heights extend from a point considerably north of Verdun to the environs of Toul, one of the four great fortified towns of eastern France. They are crowned with forts at intervals along the way and in reality constitute a plateau four to eight miles wide, in the main. Before Verdun they are perhaps under three miles wide at points, and these points are marked by such famous forts as Douaumont and Vaux.

The French call this range of hills, or, better, this plateau, the "eastern dike," and, with the Vosges, it constituted the main defense line facing Germany. Only at one point did the Germans ever succeed in break-

ing through from the Woivre Plain and reaching the Meuse. This was about the little city of St. Mihiel, where the Heights of the Meuse are little more than a mile wide, and several good gaps, notably that of Spoda, exist, through which troops could penetrate easily. These gaps were commanded by three forts—Camp des Romains on the east bank of the Meuse south of St. Mihiel, Troyon north, and Paroches across the river and north of St. Mihiel.

In late September, 1914, a considerable German force coming out of Metz, some thirty miles east of St. Mihiel, took Fort Camp des Romains, silenced Troyon, and in the next few days forced the passage of the Meuse and crossed the railroad running between Verdun and Commercy, thus cutting one of the two life lines of Verdun itself. Further German advance was checked and the developments in Artois and Flanders prevented the Germans from diverting troops to St. Mihiel, but the initial success caused much comment at the time and was the occasion of a message of congratulation from the Kaiser to the Empress.

Ever since that time the Germans have vainly sought to increase the gap opened in the French dike, the French to break in the sides of this St. Mihiel salient. Early in 1915 there was desperate fighting about Les Eparges, when the French sought to crush in the salient from the north. Later in the year there was equally stiff fighting in the Forest of Apremont, north of Toul, and in the Bois-le-Prêtre, north of Pont-à-Mousson, and some ten miles south of the German fortress of Metz. But at no point did the French make any important gain, and thereafter the St. Mihiel salient became comparatively quiet.

It is a blunt-nosed wedge, some twenty miles wide at its base and less than two at its nose, thrust into the French line a little southwest of Metz and cutting the direct line of communications between the French fortresses of Verdun and of Toul. West of St. Mihiel the Germans maintain a bridgehead on the western bank of the Meuse at Chauvencourt. Right in the center of the salient they have constructed a strategic railroad which marches equidistant from the sides of the wedge from Thiaucourt almost to St. Mihiel, where the salient becomes so narrow as to be commanded by French guns on both sides. The key to the whole salient is the reconstructed Fort Camp des Romains on the hill above St. Mihiel, which

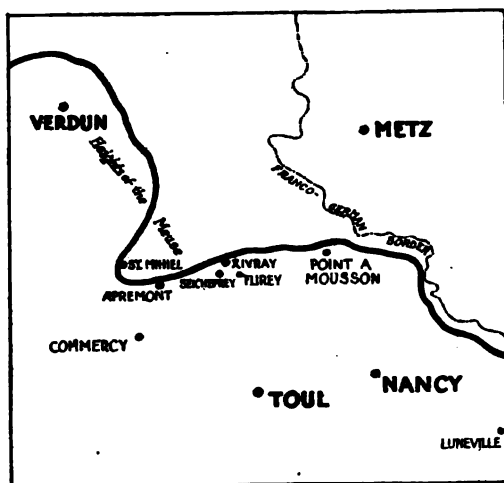
the Germans took in September, 1914, and from which they sweep the surrounding country and interrupt communication on the main Paris-Nancy railroad near Commercy, a few miles to the south.

Because of its interference with the railroad communications between Toul and Verdun and between Paris and Nancy, the French have always regarded this St. Mihiel salient as a thorn in their sides, but they have never been able to expend men and munitions on reducing it. For the Germans the break in the dike remains a possible route of invasion, between Verdun and Toul, although it has been so strongly fortified by the French that a break-through now is almost inconceivable. But the proximity of the great fortress of Metz enables the Germans to transport men, munitions, and guns to this point with very great ease and rapidity. And while they hold St. Mihiel they at least threaten the French line between Verdun and Toul.

Now it is on the south side of this salient, some fifteen miles north of the sleepy little garrison town of Toul, famous in all the frontier history of France, that the Germans place our American troops. They have announced the capture of American troops at Xivray, and Xivray is exactly on the firing line, where it is crossed by the little Rupt de Mad, the stream which flows south into the Moselle, just above Metz, and whose valley is burrowed for most of the way by the German strategic railway built through to St. Mihiel.

Xivray is about ten miles east of St. Mihiel and a similar distance west of Pont-à-Mousson, being almost exactly in the center of the south side of the St. Mihiel salient. A mile behind it runs the direct highway between Pont-à-Mousson and Commercy, which skirts the firing line along the whole stretch from the Moselle to the Meuse and at its eastern end was long familiar to our American Ambulance boys stationed at Pont-à-Mousson. The country about Xivray is very rough, heavily wooded and sown with tiny lakes and large ponds. Really it is on the back bone of the considerable plateau separating the Meuse from the Moselle valley.

The other towns of battle fame on this part of the front are, from west to east, St. Mihiel, Apremont, which is just within the German lines; Richécourt, just across the firing line from Xivray; Seicheprey, just to the east and inside the French lines,



WHERE THE AMERICANS ARE FIGHTING—THE ST. MIHIEL SALIENT ON THE LORRAINE FRONT  
(The Germans locate our troops here)

which we took over, and Flirey, where the Thiaucourt-Toul railroad, a minor local line, crosses the front. Just west of Xivray and dividing the two armies for several miles is the good-sized lake of Girondel, while three or four miles west of this is the Forest of Apremont, which, in past years, has seen some of the bitterest fighting of the war. The towns of Mandres and Broussey, back of Xivray and on the road to Toul, will probably be familiar to those who read our soldiers' first letters from the front. So, perhaps, will be the more considerable town of Commercy on the Meuse. But Toul and Nancy are likely to be still better known, Toul because it is the natural base for our troops and Nancy because it is the one considerable city in all this region, one of the most beautiful in all France and probably the place to which most of our soldiers will go, when they are on leave, since Paris is too far away.

In sum, then, accepting the German assertion, our troops are holding some portion of the south side of the St. Mihiel salient between the Meuse and the Moselle and facing the great German fortress of Metz, twenty-odd miles away across the famous battlefields of 1870. There is no reason to expect any offensive of them in any present time, but it is at least likely that their first considerable effort may be to break in the St. Mihiel salient, which has for so long interfered with French communications and threatened the safety of French defense on the old eastern frontier.



### III. THE ANNIVERSARY OF THE RUSSIAN REVOLUTION

With the present month we shall reach the first anniversary of the Russian Revolution, and it is perhaps a fitting time to look backward for a moment and consider what this great convulsion meant and means in the World War. Certainly if the Battle of the Marne and the struggle for Verdun are the supreme military events of the conflict, the revolution in Russia and the entrance of the United States into the contest are the most important political events, and, as we all know, the coming of America was not a little induced by the Slav upheaval, which removed the last autocratic influence from the Allied councils.

A year ago the world was just beginning to detect the disorder, which had long been marching secretly but swiftly in Russia. We did not know, although many suspected, that German influence had obtained control in the court of the Czar. We were not sure, but we suspected, that the disaster to Rumania had been procured by Russian treachery, quite as much as by the prowess of German armies. In fact, twelve months ago Russia was lost to the Allies. German influences were in control in Petrograd, and had there been no revolution Russia would have made a separate peace, deserting her Allies many months before the fall of Kerensky brought Bolshevik ideas and leaders into control and did destroy the Russian army.

This revolution, when it came, had three phases, the third of which still persists. It was at first merely a change from German-sympathizing Cabinet Ministers under the theoretical control of the Czar to other Ministers, representing the initial step toward a Russian Republic, but themselves as earnest and loyal supporters of the alliance against Germany as the Ministers of France or Britain, and still holding the nationalistic purposes of the past. It was, in this phase, a revolution against the corrupt and the inefficient, the disloyal and the traitorous. In that hour we all expected that Russia would promptly regain her strength and march in sympathy with her Allies and against the common enemy.

But the second stage came quickly. The men who were seeking to continue the foreign policies of Russia as they had been adopted before Russian ministers and rulers had been corrupted or cowed, were thrust aside and there came boiling up from be-

low the first eruptions of domestic anarchy. The revolution itself was transformed into a domestic rising against national evils. Pacifism, anarchy and every form of socialism began to be preached. Yet there was still the outward semblance of a purpose on the part of Kerensky and his associates, who ruled in place of Lvov and Milukov, to march with the Allies and to remain faithful to the engagements of Russia, as made nearly three years later.

But this phase, too, could not last. In no long time there came the insistent demand for peace. Russia, the Socialists, the anarchists, the extremists, the dumb millions, demanded peace and demanded that Kerensky provide peace or go. This new disorder was stirred by those who had equal hatred for the German and for the Briton, who regarded British and French purposes in the war as quite as imperialistic as the German, who held the Allied countries as suspect, if not actual foes, because they had been the allies of the Romanoff dynasty, which had gone.

And in this period Russia went far on the road toward national suicide. Her army and navy were destroyed. The whole economic and industrial structure was wrecked. Utopian schemes were adopted without thought or hesitation. Russia became, in a certain sense, a madhouse. The nation was a ferment of ideas, of prejudices, of illusions and of visions. But above and beyond all else there was the desire and the demand for peace. Kerensky fell because he could not provide it. Trotzky and Lenine rose and have continued, because they have sought peace, because they have not hesitated to negotiate with the Germans, separately, because they have, so far, proven themselves ready to go to any length short of the surrender of Russian territory to bring the world struggle to an end and to insure for the Russian masses, by making peace abroad, that chance to reorganize Russia at home, in conformity with their Bolshevik doctrines, which they have persistently demanded for many months.

Thus, in a year, Russia has passed through these different stages. She has been, under the Czar, a traitor to the Allied cause, under the first and second groups of the Revolution still loyal to her western Allies, and to-day she is, quite separated from her old Allies, unable to aid them in war, if she would, unwilling if she could, and striving for separate peace with Germany.

#### IV. THE CONSEQUENCES TO A WORLD AT WAR

Now, what have been the consequences, so far as the World War is concerned, of this Russian upheaval? First, there was the outburst of enthusiasm and joy in all Allied countries over the Revolution. While selfishly recognizing that their own interests would be better served by the new régime, the Allied peoples welcomed the coming of democracy in Russia and looked forward to seeing Russian armies, purged of traitors, resume their westward advance and in Galicia and Poland deal blows which would supplement those of the French and British in Belgium and Northern France.

Even when Kerensky came there was still hope. He, quite honestly, sought to fulfil the old engagements and the Russian offensive in Galicia, which opened with victory, was hailed all over the Allied world as a final denial of German claims that Russia was done. But the awakening came all too soon, when the Russians fled from a field of victory and the Russian army ceased to be a factor in the contest. With this event came the downfall of all Allied hopes of a victory in 1917 or, for that matter, in 1918. Only the entrance of the United States gave promise of an ultimate victory. For the moment it seemed as if Russia had again, as in the days of Frederick the Great, saved the Hohenzollern dynasty by a change of front.

But the evil effects of the Russian Revolution, for the Allied nations, were not limited to the military side. Adopting the doctrine of "peace without annexation or indemnity," the Russian Bolsheviki sowed seeds of unrest and distrust in the minds of the war-weary masses of the Allied nations. Russian insistence that the same imperialistic ideas ruled in all countries at war, found all too ready hearing in France and Britain and those who directed the governments of these nations were temporarily deprived of some fraction of the support of their constituents.

On all sides there was heard the demand for a restatement of the war aims and peace terms of the Cabinets and Prime Ministers, who were directing the fortunes of states and sending millions of men to battle, to suffering and many hundred thousands to actual death. This demand could not be silenced, nor could it be answered, while there came from Germany a long series of false and pretended terms, while Germany

made promises which she did not mean to fulfil. But in the end, as I pointed out last month, Germany was compelled, at Brest-Litovsk, to show her hand and then it was possible for the statesmen of the Allied nations to restate their peace and war purposes, with the result that there was a re-enlistment of the public sentiment and the public support on the part of the masses of the Allied countries.

But in this restatement of war aims and peace terms there was instantly discoverable a wide difference from those hopes and aspirations of the two years before. The Allied world no longer dreamed of liberating the German masses from Hohenzollern democracy by the sword. They no longer looked forward to the destruction of Austria-Hungary and the construction in its place of many states, built on lines of race and language. They no longer spoke confidently of bestowing Constantinople upon a Russian democracy, which had in fact renounced its claim to this inheritance.

On the contrary, the Allied demands were now set forth in far simpler and less onerous form. In sum, they were confined to the restoration of the nations conquered and held in slavery since the war began, and the undoing of two great wrongs, which are expressed in the words Alsace-Lorraine and the Trentino. On the morrow of the German attack upon Europe, Europe had dreamed of a reconstruction of frontier lines and a rearrangement of nations, but after Russia collapsed statesmen and plain people alike perceived that these grandiose plans could no longer be realized. That portion of the Allied program which represented the determination of Europe to repel German attack and prevent German domination stood and stands, but save, perhaps, for Poland, the purpose to create new nations and dismember old nations, which held alien races as its slaves, largely disappeared from the demands of the Allies.

In a word, the Russian Revolution compelled an entire transformation of war aims and purposes and Europe is now fighting, in the main, against any German expansion, against any Hohenzollern supremacy, against the plan of Mitteleuropa and a Slav world dominated by Germans, but its larger purposes are represented on the map of Europe of July, 1914, and not on any one of the many imaginary maps which have been drawn in London, Paris, or Rome, since the war began.

## V. THE TRANSFORMATION

I dwell upon these circumstances now because I believe it is of utmost importance that we Americans should perceive the utter transformation that has taken place in the minds of Allied peoples since the Russian Revolution took place. Had a similar change taken place in German minds, we should be close to peace. Because something of this change has taken place in Austrian minds, we are, I believe, marching rapidly toward a condition out of which peace may come, for I believe that we are at last moving toward peace.

But, unfortunately for those who desire to see a speedy end of this world horror, the Russian Revolution, while it did transform the Allied world vision, while it did bring the rulers and leaders of Allied nations to a recognition of the possible as contrasted with the desirable or the Utopian, had the opposite effect in Germany. By disorganizing the Russian army it removed an immediate military peril from one German front. Seizing upon this change, those who dominated Germany once more began to assert that a victory, a decision, a German peace could be achieved, that Germany could still attain the goal of world power.

And that is the situation in which we stand to-day. There is moving and stirring in Germany precisely the same unrest and dissatisfaction which we know existed in Allied countries eight months ago. The last month has seen the first serious domestic disorders, the first authentic symptoms of domestic unrest. It has been suppressed, ruthlessly suppressed, but its brief existence is a fact of very real significance. We must not exaggerate it. Those who have ruled Germany over all this terrible period continue masters of the situation. They are not threatened with immediate revolution, perhaps not with eventual uprising, but they have had the first clear warning that there are millions of Germans who no longer believe that it is possible or desirable to continue the agony of the war on the remote chance of annexing the Baltic provinces or the French iron districts.

More than this, in Austria we have seen even clearer protests, more unmistakable signs that Austria no longer seeks territorial profit for herself out of the struggle and will not for an unlimited period of time bear the burdens of the war, solely to enable Germany to annex Russian provinces or French

mine fields. Austria has no longer to fear invasion on any front. Her great foes are either defeated or in revolution. She no longer needs German troops to defend Galicia or Trieste, and as she no longer requires German aid, she is no longer under the necessity of accepting German commands, whether military or political.

So far, then, the Russian Revolution has brought us in a year. It has compelled an entire restatement of Allied purposes and these purposes, as they now stand, are not far removed from the conditions of 1914. Only in two or three details do they represent demands which would prolong the war, were the German people now in the same mood as the Allied peoples and were the German rulers as responsive to their peoples' wills as are the Allied statesmen to theirs. While they continue to talk with unshaken determination of repulsing the German invasion and liberating the lands conquered by the German and the Austrian, neither the Allied press nor the Allied leadership talks now of crushing Germany, or destroying Austria-Hungary.

There remains the great task, to fight on until the German rulers are defeated on the field or their peoples convinced that victory is impossible, until there is in Germany the same sort of an upheaval and reformation of purposes, which took place in Allied nations last autumn. While Germany claims the Baltic provinces, while she still clings to Belgian territory and covets the Briey and Longwy iron districts of France, peace is as remote as ever. But he would be a daring man who would prophesy that this German spirit will last through another Verdun campaign or survive another shock like that of the Marne.

The truth seems to be the Russian Revolution has transformed the whole character of the war. It first removed all Allied hopes of immediate victory. It put far in the future any chance of crushing German military power. It compelled both on the moral and on the material sides a revision of allied purposes and aims. It finally brought the Allied program down to the solid basis of the defense of European and world liberties and in doing this brought about a reunion between the statesmanship and the peoples of Allied countries. That it will, in no far distant time, have something of the same effect upon the German statesmanship and people, seems to me a reasonable expectation. In any event, on the

first anniversary of its outbreak, its importance can be compared with that of the Marne and of Verdun as a major circumstance in the mightiest of all human struggles.

## VI. NEARING THE END

And having said so much, it is perhaps permitted to add that which I have not said before since the outbreak of the war, namely, that it seems to me that we are within hailing distance of peace. The German military party, which is in practically undisputed control, means to attempt one more offensive, the most gigantic of all and the greatest military gamble since Napoleon went to Moscow. If it should succeed then there will be a campaign of 1919 and perhaps of 1920. Any German victory, large or small, this spring and summer would mean a prolongation of the war, because it would mean an extension of the time in which the German military party would remain in control of Germany.

If America should now lessen her preparations, slow down her effort, any German victory this year might be expanded next year into a final triumph. We are the last reserve of the Allies and of civilization. We must be ready when the hour comes and the hour may come. If we slacken our pace even a German defeat this year may not prove the end of the war, but it seems to me, save for the possibility of a considerable success by the Germans in the next campaign or a failure on our part to do all that we can possibly do, the coming campaign will be the last.

And I see no reason to believe that the Germans will win any victory or, indeed, do better than they did at Verdun, which was for them one of the greatest defeats of military history. Recent events have served to teach millions of Englishmen and Frenchmen the truth about the world situation, to prove to them that they are fighting and must fight the German ambition to seize territories or enslave peoples. The war has come down to the naked question of greed against self-defense. And in such a combat I believe the French will fight again as they fought at the Marne and at Verdun, the British as they fought at First Ypres.

We are, it seems to me, bound to have one more great military crisis, as great as that of the Marne, perhaps, although the Germans will have no such odds in their

favor in the spring as they had in the autumn of 1914. But if the Allied lines hold, if the Allied peoples behind the lines stand firm, then it seems to me the last great campaign of the war will be over. I do not believe the German army or the German people have the strength or the spirit to make more than one further assault like the two of other years which were repulsed.

If Germany is defeated in her next attack we shall have a real German proposal for peace, a proposal based upon the peace map of 1914, not the war map of 1916 or 1917. It will not be satisfactory; it may not even be a basis for negotiation, although I believe it may be, but it will be a proposal honestly made; that is, it will be unlike the previous proposals which were made to disarm the enemy and deceive the German people, it will not demand conquered territory; it will not be accompanied by the familiar threats.

The Russian Revolution is having its effect in Germany. The modification of Allied purposes and the tone of Allied statesmen have had their effect. The ground is being undermined beneath the feet of the Fatherland Party and the Pan-Germans. Not to believe this is not to believe signs which are well-nigh unmistakable. Only a great German victory can silence the growing protest in Germany. Not even a great military victory might avail to silence the ever-expanding demand of the Austrian people for an end of a war, now become for them a mere sacrifice on the altar of German ambition.

It is very hard to describe the change which has taken place in the world in the last year, but no one can mistake that a great change has taken place. There has been a great clarifying of issues and of purposes. For certain things, which are essential, there has been a new and impressive declaration of intention to fight, on the part of the Allied publics. On the other hand, there has been a similar recognition that much that figured in the programs of 1914 and 1915 has become impossible, notwithstanding the desirability of not a little of it. We are all seeing things through the sobered vision which has resulted from nearly four years of war. Belgium, France, Serbia, the independence of little nations—these things stand as they stood before. The need of righting the wrongs done to Italy in 1866 and France in 1871 remains. The determination not to make peace with a victorious Germany, with a Germany claiming victory

and demanding its spoils is as strong to-day as on August 1, 1914, perhaps stronger; but now we see more clearly than then what is essential, what the irreducible minimum of just and permanent peace is.

## VII. RUSSIA QUILTS

And now as I close this article on Friday, February 15, comes the announcement of the final act in the Russian drama. The Ukrainians, representing most of Southern Russia, have made a separate treaty of peace with the Central Powers, defining their frontiers, laying the foundations for friendly relations, hereafter, and preparing the way for the transport to Germany and Austria, at no far distant date, of their enormous reserves of foodstuffs. Some time before midsummer the food question of the Central Powers will thus be solved.

At the same time, the Bolsheviki, the Trotsky-Lenine group, which controls the northern half of Russia, have thrown up their hands and, without actually agreeing to German terms, have abandoned the war and ordered the demobilization of that incoherent mob which is now the sole relic of the armies which won Lemberg and reached the Hungarian slopes of the Carpathians three years ago. Russia formally, as she has been in fact for nearly eight months, is now out of the war, and it is quite plain that within a brief time Rumania, caught between the Ukrainian and Austro-Bulgar forces, must likewise surrender. In a word the war in the East is over.

Now, in the brief space remaining to me for this month, I shall not attempt to discuss at length the meaning of this momentous eastern settlement, the greatest in European history, so far as territories and populations are concerned, since the Congress of Vienna, at the least, but there are certain fundamental propositions which I mean to sketch. As to the military aspect, there is little to be said. The situation is not largely changed by the new events, because Russian military strength has long vanished and the Germans have been able to move to the West nearly all the troops they can spare, for they must still garrison those eastern territories which they have occupied against Bolshevik domestic revolutions.

As to Russia herself, the problem is too great even to be sketched. Russia has collapsed into anarchy and into a welter of independent and semi-independent regions.

We may be witnessing the final breakup of the Muscovite Empire, recently become a Republic in name, at least. We may be seeing the first steps in the demoralization of 180,000,000 people, which will result in the creation in Europe of another China, inert and helpless itself, and a prey to the ambitions of its neighbors.

But at the moment the interesting detail is the revelation of German purpose. Germany means to create under her protection in the East a series of states, representing the various races of Russia. Of these states Finland is the best defined and has the clearest case. Unmistakably, Germany will recognize the Finland which has definite historical limits and a clear title to independence. But south of Finland, across the Gulf, there is to be erected a state wholly dependent upon Germany, lacking all natural frontiers or race consciousness. This is to be made up of the Baltic provinces and Lithuania, the hinterland of Riga, and in it some 250,000 Germans, supported by German bayonets, are to rule.

South of this Baltic state is to be erected a semblance of a free Poland, including, at the least, all of Russian Poland save Suwalki and the Cholm district along the Bug, which is to be assigned to Ukraina. To this are possibly to be added the Polish districts of Austria, the whole of the new state to be placed under some sort of Austrian control. But none of the 4,000,000 Poles in German territory are to be permitted to share in the regeneration of their race.

Finally this new Ukraina, with nearly 250,000 square miles and 30,000,000 of people—an area as great as Austria-Hungary, a population three-quarters as great as France—is to occupy all the lands along the Black Sea to the eastern end of the Crimean peninsula, with Odessa and Sebastopol, and to extend to the lands of the Don Cossacks along the river of the same name. To the north it is to be bounded by the famous Pripet marshes and westward its frontiers are to march with the new Poland and with the old Austrian province of Galicia.

If Rumania makes peace now, she is to be paid off by being permitted to annex the Russian government of Bessarabia, with 20,000 square miles and 2,000,000 people, but she is also to be penalized by being compelled to cede to Bulgaria the whole of the Dobrudja, including the city of Constanza, thus surrendering her one con-



siderable seaport and all her territory south and east of the Danube. By this step the Central Powers will gain control of the mouths of the Danube and of one bank all the way from the Iron Gates.

In sum, Russia is to lose above 50,000,000 of people—more than a third of her European population. She is to surrender an area almost as large as the combined area of all the states making up the Central Alliance in Europe. On their eastern frontiers the Germans and the Austrians are to erect at least four states—Finland, Poland, the Baltic Provinces and Ukrania—two of which, Finland and Ukrania, will certainly be friendly to Austria and Germany, while the other two will be held in complete subjection by Austrian and German garrisons. In addition, Rumania is to be put under the Austro-German control, dominated both by Austria and by the new Ukrania.

Such is the grandiose German plan, which aims at abolishing the age-long Slav menace on the East and making the Germans and their Austrian allies the masters of the Slav seacoasts both on the Baltic and on the Black. It aims also at making Russia for the future both the political and the economic slave of the Germans. And it is clear

that in some fashion the lines which are now taking shape upon the map are likely to endure. There will be a Poland and a Ukrania; there will even more certainly be a Finland. Only the Baltic Provinces show a lack of racial and political unity—a lack which might give promise of future collapse.

In this situation the Western Allies can look forward only to one possible solution—to the prosecution of the war until the German and Austrian people in their turn grow so weary as to be prepared to surrender any claim to dominate these new states. If Poland, increased by Austrian, if not by German Polish populations, if Finland and Ukrania, and Rumania, as well, are permitted to follow their own destinies and construct national edifices of their own, then the western powers can rest content, so far as the East is concerned. But unless Germany consents to this, the safety of the world will be in jeopardy and Germany will have added a population of 50,000,000 to the number of those who would have to supply her cannon-fodder in the next war, which would not be long in coming.

At all events we are bound to recognize the agreement of Brest-Litovsk as one of the most significant in modern history.

# ILLINOIS, THE NEW KEYSTONE OF THE UNION

BY THE HON. FRANK O. LOWDEN, GOVERNOR OF ILLINOIS

[We are indeed fortunate in this great national epoch to have for War Governors of our States a number of men of marked ability and proven leadership. One of the foremost is Governor Lowden of Illinois. At our request he sends this message to readers of the REVIEW, showing the great position Illinois has attained, and the place she holds to-day in our national efforts. The Governor's statement is a fitting preface to the articles that follow it, upon Chicago, the great metropolitan center with which Mr. Lowden has himself long been identified. The Governor is also an Illinois farmer. He was for many years a Republican member of Congress.—THE EDITOR.]

**I**LLINOIS is the keystone of the new United States, just as Pennsylvania was of the old. It binds the North to the South and the East to the West. Its chief city, Chicago, is the capital of the Middle West. The railroad transportation lines from the North, the East, the South, and the West center here. No railroad line, from whatever direction, runs through Chicago, but finds its terminal there. Chicago is in daily contact with practically one-half of the population of our country. It is but a night

away from Duluth to the North, from the Alleghany Mountains to the East, from Memphis to the South, and from Omaha to the West. Within this area, practically half of the food of the country is produced, and it is to the Middle West that the Allied armies must look for subsistence during the war. The railroad shipping facilities in Chicago are excellent. There are more than 100 freight yards and 300 freight-receiving stations in the city.

The terminals for water transportation



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GOVERNOR FRANK O. LOWDEN, OF ILLINOIS

are not so good. The water transportation on the Great Lakes grows in volume each year. The following table will show the importance of Chicago as a port in 1915:

Port	Entered Tonnage	Cleared Tonnage
Chicago .....	10,132,476	7,834,152
Galveston .....	1,562,000	1,958,000
New Orleans .....	3,064,000	3,093,000
New York .....	12,579,000	12,162,000
San Francisco .....	1,228,000	1,359,000

While Chicago has a water-front of ninety-six miles, its harbor facilities are entirely inadequate. Plans are under consideration for the construction of four outer harbors for the handling of passengers and freight, which would constitute one of the finest inland harbor systems in the world.

There is one great natural resource in transportation of which Chicago and Illinois have not yet made use. It is but little more than sixty miles from the Great Lakes system of waterways to the Mississippi system. The first white explorers of this section, almost two centuries and a half ago, pointed out that with this link improved there would

be a natural highway from the Great Lakes to the Mississippi and the Gulf of Mexico. Plans are now under way for a barge canal which shall connect these two great systems of waterways. When this is accomplished, Chicago, though a thousand miles from the seaboard, may easily become the first port in tonnage in the United States. It is second only to New York now.

Another great transportation need in Illinois is better roads. The structure of our soil is such that our roads become almost impassable after heavy rains. The transportation, therefore, of our farm products to the railroads is difficult, uncertain and expensive. When it is remembered that the farm products of Illinois are greater than those of any other State in the Union at the present time, it will be seen how important it is for Illinois to build a comprehensive system of hard roads. The last session of the General Assembly enacted a law by which the people, at the next election, will vote upon a proposition to issue sixty million dollars of bonds for this purpose, the principal and interest of such issue to be paid from the proceeds of automobile licenses.

Many of the things which Illinois is planning cannot, of course, be done until peace shall come. Just now Illinois, like the rest of the country, is concerned in its war problems. We are organizing a Boys' Working Reserve to take the places upon the farms made vacant by those who have gone to the front. Our limited experience last summer in this direction leads us to believe that we shall make a decided success of this. We probably cannot have the barge canal until the war is over. However, we began last summer to rehabilitate the old Illinois and Michigan Canal. That canal formerly connected the Great Lakes with the Mississippi, and once carried a large tonnage. It was permitted, however, sometime ago, to fall into disuse because it could not, in normal times, on account of its size, compete with the railroad. We hope to have the old canal sufficiently rehabilitated to carry a million tons of freight this summer.

We believe, however, that now is the time to prepare for the great work which shall follow the war. We are taught by the economists that we may expect a period of depression when the war shall end. We should be prepared in that event to begin public work in a comprehensive way in order that our workingmen, reinforced by our returning soldiers, may have employment.



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VIEW OF THE CHICAGO RIVER EAST FROM RUSH STREET BRIDGE

# CHICAGO—NORTH AMERICA'S TRANSPORTATION CENTER

BY GEORGE C. SIKES

**B**BROADLY speaking, all the railroad and inland water routes of North America lead to Chicago. The rail lines and inland water routes of the United States and Canada that do not form a part of the great transportation system of which the city at the foot of Lake Michigan is the focus are few in number and, comparatively speaking, are of small importance.

Chicago is the transportation center of the continent of North America. It is to-day and long has been the greatest railroad center in the world. It has been, and possesses the possibilities for again becoming, the greatest inland water transportation center in the world.

Chicago was destined by its location with reference to natural resources and to opportunities for transportation development to become the great city that it is.

The soil in the plain around it is wonderfully fertile. The world looks to Chicago for food supplies because grain and meat-producing animals are easily raised in abundance in its tributary area.

Originally the region of the Great Lakes, both in the United States and in Canada, was heavily wooded. Lake Michigan provided the natural water route for bringing the lumber to Chicago.

Central and Southern Illinois are underlaid with enormous deposits of easily accessible bituminous coal. The field spreads over into Indiana and Western Kentucky. Just as the enormous production in the area around it of grain and meat, combined with extraordinary transportation opportunities, made Chicago the greatest food-distributing center in the world, so the bringing together at this point of the cheap fuel of Illinois and Indiana and cheap lumber of excellent quality operated to make the city a great manufacturing center.

In this connection, another advantage of importance is that the expansion of the city is not limited by natural barriers. With good local transportation facilities, workers may spread out over a large area, thus tending to insure light and air for living quarters, and low rents. Chicago affords better op-

portunities than most large cities for the comfortable and economical living of its working population.

### *Iron and Steel Production*

As the supply of lumber tributary to Chicago began to diminish, the age of iron and steel tended to supersede the age of wood, and iron ore in enormous quantities was discovered around the head of Lake Superior. The principal factors in the production of iron and steel are iron ore, coal, and limestone. These elements can be assembled in the Chicago district very cheaply. Eastern coal and coke can be brought in by lake vessels. Coal from the nearby fields of Illinois and Indiana requires only short rail hauls. Limestone is found in great abundance around Chicago. For the transportation of iron ore by water from the head of Lake Superior to lower lake ports special types of vessels have been developed, many of them over 600 feet in length and carrying loads of 13,000 tons or more each.

In 1916, the amount of iron ore moved from Lake Superior to lower lake ports through the Soo canals (both United States and Canadian) was 63,452,107 tons. Of this volume, 11,257,234 tons were shipped to the Chicago district—7,745,835 to South Chicago, 2,718,185 to Gary, and 793,214 to Indiana Harbor. The amount of iron ore going to the Chicago district is growing rapidly. The average freight rate on the iron ore moved by lake boats in 1916 was 57 cents a short ton, which has been figured out as amounting to .657 of a cent a ton-mile. A few years earlier, before the effect of the European war on lake freight rates had become operative, the rate for carrying iron ore on the Great Lakes had been as low as half a cent a ton-mile.

### *A Point Where Water Routes Focus*

In addition to its abundant natural resources, Chicago is especially favored in the matter of transportation. No other inland city anywhere has such a strategic location. The Great Lakes can accommodate vessels of ocean-going dimensions. Connecting channels improved by the Government facilitate passage from one lake to another. The Erie Canal, opened in October, 1825, furnishes water connection by barge with the Hudson River and thus with the Atlantic Ocean. This canal, built by the State of New York, has contributed mightily in the past to the development of Chicago and the

entire area tributary to the Great Lakes. Of recent years it has been a factor of small importance. The opening of the enlarged Erie Canal—built to accommodate 2000-ton barges—promised for 1918, is expected to give a new impetus of importance to Central West development. Whatever affects the Central West is bound to be reflected in the great city at its center.

Through the Welland Canal, between Lakes Erie and Ontario, and through the system of locks and canals from the eastern end of Lake Ontario to deep water in the St. Lawrence, ships of limited size can pass between the Great Lakes and the Atlantic Ocean. The present lock dimensions permit the passage of boats 265 feet long and of about 44 feet beam, drawing 14 feet of water. Before the war the Canadian Government had begun the reconstruction and enlargement of the Welland Canal, the plans calling for locks 800 feet long and 80 feet wide, with a water depth of 30 feet. Work on this project was stopped last year on account of the war. Presumably the undertaking will be carried to completion soon after the cessation of hostilities in Europe. When it is, Chicago should be one of the chief beneficiaries of the improvement.

Chicago is not only advantageously situated with reference to water transportation on the Great Lakes, connected as they are with the Atlantic Ocean by two different water routes from Lake Erie; but it is the natural junction point between this system of lake and canal routes and the great inland water transportation system comprising the Mississippi River and its tributaries. In the past this strategic location of Chicago with reference to water transportation has been of decisive importance. At the present time, the significance is primarily potential. Actually, the waterway to the south has fallen into disuse, and even the lake-borne commerce of Chicago has failed to maintain its comparative importance. In 1917 especially, the Chicago district saw a decline in lake shipping outside of the heavy receipts of iron ore at South Chicago, Gary, and Indiana Harbor. Though Gary and Indiana Harbor are in Indiana, they are within what is known as the Chicago industrial district.

### *A Hub for Trunk-Line Railroads*

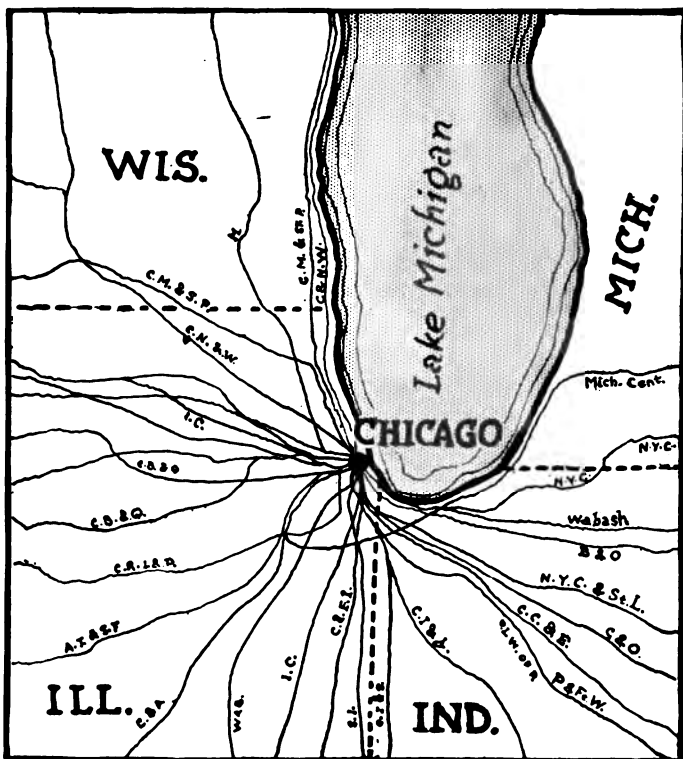
The Illinois and Michigan Canal, connecting Lake Michigan with the Illinois River at La Salle, was opened to traffic in

**1848.** The same year saw the first railroad in operation out of Chicago, the Galena & Chicago Union, the nucleus of the present Northwestern system. This line ran between Chicago and Galena, situated in the extreme northwestern part of Illinois. It is significant that the first railroad operated out of Chicago ran to the West. The Great Lakes and the Erie Canal furnished transportation facilities eastward.

One effect of the opening of the Illinois and Michigan Canal was to establish Chicago as the leading center of the grain trade—a supremacy it has long held. The canal was an important water highway for many years, and did much to make Chicago great. Through the Illinois River it established water connection with the Mississippi River and its tributaries.

Following the Galena & Chicago Union Railroad, which began operations in 1848, other railroads entered the field rapidly. During the twelve-year period from 1848 to 1860, ten of the present trunk-line systems centering in Chicago began operations, thus assuring the future of the city as a railroad center. Seven of the lines were from the West, and had their origin at different points in the Mississippi Valley. The other three were from the East. The eleven trunk lines running into Chicago in 1860 had a mileage in excess of 4700, and annual earnings in excess of \$13,000,000. The development in the three following decades—1860 to 1890—was very rapid. The population of Chicago, which was about 30,000 in 1850, and 110,000 in 1860, passed the million mark in 1900. It is about 2,500,000 at the present time. Most future estimates place the figure at five million for 1950.

After 1890, Chicago held or soon took rank second to New York in practically every line—population, bank clearings, number of manufacturing establishments, capital invested in manufactures, value of manufactured products, etc.—in which previously it had stood below Philadelphia and other



### RAILROAD TRUNK LINES CONVERGING AT CHICAGO

cities. From 1850 to 1870 there was keen rivalry between Chicago and St. Louis. But about 1870 St. Louis dropped out of the race, leaving the supremacy to Chicago. St. Louis was located on the Mississippi River, from which boat traffic was beginning to disappear, while Chicago's lake and canal carriers were still active. What was perhaps more important, in days of flexible railroad rates, Chicago's water transportation opportunities forced better service and rates from the railroads than St. Louis could obtain.

### *Twenty-three Through Lines*

The railroads built into Chicago from all points because it was an important center for traffic—made so in large part in first instance by water transportation. In seeking the natural traffic center, the railroads, of course, in turn greatly stimulated its growth. Railroads north and west of Chicago were obliged to seek Chicago as the nearest point at which traffic by land could be diverted east, inasmuch as Lake Michigan is interposed like a giant wall some 300 miles long against east and west traffic by rail. The easy grades of the great central plain have





THE PRESENT UNION STATION, TO BE REPLACED BY THE MAGNIFICENT NEW STRUCTURE PICTURED ON THE COVER OF THIS MAGAZINE

helped to promote railroad development in the area between the mountain ranges of the Atlantic and Pacific coasts.

At the present time the trunk-line railroad systems terminating in Chicago are twenty-three in number. In addition, there are roads that render switching service, such as the Belt lines, the Chicago Junction Railway, serving the stockyards, and the so-called industrial lines. The trunk-line systems join Chicago with both oceans and with the Gulf of Mexico. They have their connecting ramifications throughout Canada as well as the United States.

The mileage of steam railroad track in the Chicago district, which takes in considerably more territory than the city of Chicago, is in excess of 4500, or more than sufficient to extend across the country from the Atlantic to the Pacific. According to figures presented in the report of the Chicago Association of Commerce committee on smoke abatement, issued in 1915, the city passenger terminals at that time handled nearly 1400 passenger trains every twenty-four hours. Of course, the number has increased since then. The railroads in the Chicago switching district required for their operation 1700 different locomotives daily. They handled daily a sufficient number of freight cars to form a continuous line from Chicago to the Mississippi River, a distance of 250 miles. Contiguous to the railroads of Chicago, and having track connections with

them, were more than 1600 industries, the requirements of which are such as to necessitate the shifting of many thousands of cars to or from the plants each day. To the packing industry alone nearly 1000 cars, on the average, were delivered daily, to quote further from the Association of Commerce report of 1915.

#### *Production of Food and War Supplies in the Chicago District*

It is estimated that between 29,000,000 and 30,000,000 tons of coal were consumed in 1917 in the Chicago industrial district, which is considerably larger than the city of Chicago. The figures given for 1916 are 25,000,000 tons, as against a normal consumption before that time of about 22,000,000 tons. The number of cattle shipped in to the Chicago stockyards in 1917 was 3,209,427; of hogs, 7,168,852.

From the beginning of the war the world looked to Chicago for enormous quantities of food supplies. Contracts for munitions, however, at the outset were placed for the most part near the Atlantic seaboard. But it was not long before the necessity of invoking the aid in various lines of the productive capacity of the Chicago district was realized. At the present time war supplies are being manufactured on a large scale in the Chicago territory and new plants are being rapidly added to the service.

Prior to the recent snowstorms, the movement of trains in the Chicago territory was more expeditious than in the East. The great congestion of railroad traffic was near the



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STEAMER "ROOSEVELT" PASSING THROUGH THE STATE STREET BRIDGE



A WORLD CENTER OF FOOD PRODUCTION AND DISTRIBUTION—THE CHICAGO STOCK YARDS

seaboard. Mobilizing the railroads for war service, of course, has served to direct attention especially to the situation at Chicago.

Without the transportation system centering in Chicago that has been developed during the past seventy years, America could not function effectively as a participant in the war in Europe. It could not get supplies, especially food supplies and iron products, to the seaboard for shipment.

#### *Coördination of Rail and Water Facilities*

Such weaknesses as inhere in the situation are due primarily to conflicting competitive interests, arising from diversity of ownership. The great need is for coördination and unified management. It was to secure coördination, for the period of the war at least, that the United States Government took over the management of the railroads.

If the transportation agencies centering in Chicago are to function most effectively for the nation during the period of the war, provided it is to continue long; and if they are to serve the interests of the country and of Chicago best thereafter, they must cease to be the separate agencies they are now, and must be welded into a real system, upon the basis of substantial operating unity. There must be a revival and effective utilization of inland waterways. There must be full coördination of rail and water facilities, and elimination of the antagonism heretofore existing. Terminals must be rearranged

on the basis of simplicity and unity, and used in common, just as if there were single ownership.

The problems involved have long been the subject of thoughtful consideration in Chicago. They have received the study of citizen groups and of official bodies. The hope is expressed that war conditions may hasten the right solution of these problems.

#### *Connecting Lakes and Gulf*

The Illinois and Michigan Canal, which has done so much in the past to promote development of Chicago and the entire Middle West, has fallen into disuse. The Sanitary District Canal, built for sewage disposal and waterway purposes, is a channel over twenty feet deep and 160 feet wide at the narrowest stretches. It extends for thirty-two miles from a point on the Chicago River six miles from its mouth to Lockport, near Joliet. The Illinois River below La Salle has a minimum water depth of eight feet during the greater portion of the navigation season. The Illinois River joins the Mississippi above St. Louis, thus giving connection with that river and its tributaries.

The much-needed reconstruction of the Illinois and Michigan Canal between Lockport and La Salle, a distance of only about sixty-five miles, would join the Great Lakes at Chicago again with the thousands of miles of inland waterways comprised in the

Mississippi River system, which includes the Ohio and Missouri rivers. As long ago as 1908 the people of Illinois, on a referendum vote, authorized the issuance of bonds to the amount of \$20,000,000 for the execution of the project. It is estimated that a much smaller sum would be sufficient for the purpose. Yet nothing has been accomplished, though Governor Deneen and Governor Dunne both urged action.

Governor Lowden is now having waterway reports and recommendations prepared, however, that are expected to be made public before this article appears in print. The advisory board dealing with the subject, in conjunction with the State Department of Public Works, consists of three leading Chicago citizens, E. S. Conway, of the Kimball Piano Company; John T. Pirie, of Carlson, Pirie, Scott & Co., and Joy Morton of the Morton Salt Company, and George T. Page, of Peoria, and Charles B. Fox, of East St. Louis. It is hoped that war conditions will lead the federal Government to manifest a more friendly interest in this project than some of its officials have shown in the past. If the canal, giving water connection as it will when completed between Lake Michigan and the Gulf of Mexico, were now in operation, it doubtless would prove of great value in these times of traffic congestion, especially as it would afford access to some of the coal fields of Illinois.

#### *Decline of Lake Shipping*

Not only have Chicago and Illinois unwisely permitted the practical abandonment for operative purposes of the old Illinois and Michigan Canal, while continuing it as a moribund political agency, but Chicago and the Central West have suffered the Great Lakes to go to waste to an important extent as a waterway. Except as a carrier of iron ore, this water highway is inadequately used. For this situation, the railroads that have desired in the past to suppress or to control water competition undoubtedly must bear much blame, though other factors enter.

The main purpose of the railroads was to prevent the development of package freight business in the hands of independent water carriers. To a lesser extent, they have sought to discourage the movement of grain, coal and other bulk commodities—except iron ore—by water. For a decade or more, railroad control of package freight business on the lakes as a whole has been practically absolute. Independent boat lines might

operate on Lake Michigan or on Lake Erie, or engage in the passenger carrying business as they pleased, but they could not compete for package freight traffic between Buffalo and western lake ports. The control of the railroads even extended indirectly to most of the canal boats operating on the Erie Canal. The control of the lake situation was effected mainly through control of dock facilities at Buffalo, and from the fact that the railroads operating between Buffalo and Atlantic seaboard points would not make through-route and joint-rate arrangements with independent boat lines, while they would make such arrangements with friendly boat lines. Having established control of the water carriers, there were advancements in rates—both canal-and-lake and rail-and-lake—until there was little economy to shippers in moving goods by water. The railroads did have first-class boats, however, and they furnished a service that was appreciated, even if only a very little cheaper than the all-rail rate.

#### *Curtailment of Service*

With the railroad control of the package freight situation on the Great Lakes absolute; with no independent boat lines in sight, though the laws had been modified with the view of assuring them fair treatment by rail carriers; and with the Erie Canal out of business on account of reconstruction; the Interstate Commerce Commission added another blow by the issuance of its famous order requiring the railroads to divest themselves of ownership of lake vessels. Most of the boats that were small enough to get through the Welland Canal were sold for ocean service. Some that were too long for the locks of the Welland Canal, but were passable in width, were cut in two, moved to Montreal in sections, and then put together again. The remaining craft were sold to a company organized for the purpose—the Great Lakes Transit Corporation—and were put in service in 1915 mainly between Buffalo and Duluth. Chicago suffered in consequence. No independent lines with new boats came into existence, and no one familiar with the situation expected they would do so in the near future.

The new corporation curtailed service and indirectly advanced carrying charges above what had been collected under railroad management. The principal effect, therefore, of the order of the Interstate Commerce Commission requiring the divorcement of

lake boats from railroad ownership was to drive boats from the lakes, curtail service, and to advance charges. When the railroads were rendering a useful boat service, it would have been better to leave the situation alone until such time as a constructive program could be worked out, probably following the opening of the Erie Canal.

To make matters worse, from the lake shipping point of view, the Government in 1917 commandeered for ocean service a number of lake boats, and is planning to take more in 1918. This diminution of lake service, of course, must operate to throw a still heavier burden on the railroads in moving goods between the Central West and the Atlantic seaboard.

The Government's need for shipping on the ocean doubtless justifies crippling lake service for the purpose. After the war, however, if not before, attention must be given to practicable methods for the restoration on an extensive scale of water commerce on the Great Lakes and the two connecting channels to the seaboard—the Erie Canal and the Welland-St. Lawrence route.

Fortunately, the war has brought a revival of ship-building on the lakes. Plants that have been idle or little used are turning out on Government contract all vessels possible for ocean service. After the war shall be over, presumably these plants can quickly supply the need for additional craft for service on inland waters.

The lakes will never be used again in full degree for anything but ore-carrying purposes, however, unless investors in boat lines can be satisfied of coöperation from the rail carriers, rather than hostility. Men of experience with inland waterway transportation are pessimistic as to the success of water ventures in the face of opposition from the railroads.

#### *Defective Terminal Arrangements*

Inefficiency of terminal facilities constitutes the main defect of the Chicago railroad situation. That inefficiency affects the transportation welfare of the entire country. It is hard to remedy because of deep-seated conditions growing out of the conflicting interests of diverse private ownership. I had supposed, like many others, that taking over of the railroads by the Government was to mean an end of these diverse interests, for the time being; that the Government was to treat the railroads, terminals and all, as one property. Inquiries among railroad men

in connection with the preparation of this article soon developed another point of view. The railroad properties should not be so thoroughly "scrambled" while in the possession of the Government, it was said, that they could not be "unscrambled" again. That is, the individual properties must be kept so separate that they can be returned to their owners intact when the war is over.

It is by no means certain that the Chicago terminal problem can be solved properly, even for the period of the war, on such a theory.

Each railroad has worked its way into Chicago as best it could, with an eye single to its own competitive interests or to those of a group with which it might be allied. The result is confusion and complexity, the criss-crossing of tracks, needless track mileage, and the utilization for railroad purposes of an undue amount of valuable city property. The downtown district of Chicago is fairly choked with encircling bands of property devoted to railroad uses in such a way as to interfere with other needed developments.

#### *Congestion of Freight*

Chicago is a terminal city. No trains—either passenger or freight—run through it. Passenger station facilities are antiquated. Public opinion desires readjustments of a more fundamental nature than the railroads with the individualistic notions of their owners have been willing to concede. While much has been done in recent years to improve freight-handling facilities, much more remains to be done. Chicago is said to be the grave-yard of freight cars. B. J. Arnold, the well-known engineer, in a report on terminal problems made for a citizens' committee in 1913, said: "From the best information I can gather, it takes an average of not less than ten days to get a car through the Chicago district, unloaded and reloaded, from the time it enters until the day it leaves for an outbound point." Coal men say the average rate of movement of a coal car through the congested Chicago switching district is about a mile a day. They claim it is not uncommon to require fourteen days for the movement of a coal car from the point where it enters the Chicago switching district to the side track of the consignee within that district.

For years railroad men have said the needs of the situation were met by belt lines for the interchange of cars among railroads.

However, twelve railroads were induced to coöperate in the utilization of joint clearing yards for the assembling, sorting and re-assembling of cars carrying full loads. This plan, put into operation in 1915, has done much to improve conditions. Efforts are now being made to induce the railroads to arrange for the handling of less than carload shipments in accordance with a plan of coördination. At the present time large quantities of goods shipped through Chicago in less than carload lots are hauled through the congested streets of the city from one depot to another by team. Such arrangements are archaic and intolerable.

The war has operated to bring these unsatisfactory terminal conditions in Chicago under scrutiny. Before the Government took control, the railroads on their own initiative had created a joint committee to see what could be done to improve efficiency of terminal operations, and the committee has been continued under the McAdoo régime.

The Chicago public will watch with interest to see what light is thrown on the permanent solution of terminal problems. Many think there can be no satisfactory solution except by radical rearrangement of terminal facilities upon the basis of unity and simplicity. If the Government retains permanent control, such rearrangements would be looked for as a matter of course. If the roads are to go back to their private owners after the war, the solution might be a joint terminal project, to be operated as if the railroads were under common ownership.

One of the problems of the McAdoo administration of the railroads is to decide whether the terminal difficulties in Chicago can be dealt with satisfactorily even for temporary war purposes without scrambling the properties to such an extent that they cannot be unscrambled again for the purpose of returning the parts to their various owners.

## CHICAGO

*Hog Butcher for the World,  
Tool Maker, Stacker of Wheat,  
Player with Railroads and the Nation's Freight Handler;  
Stormy, husky, brawling,  
City of the Big Shoulders:*

• • •

*Come and show me another city with lifted head singing so proud to be alive and coarse and strong and cunning.*

*Flinging magnetic curses amid the toil of piling job on job, here is a tall bold slugger set vivid against the little soft cities;*

*Fierce as a dog with tongue lapping for action, cunning as a savage pitted against the wilderness;*

*Bareheaded,  
Shoveling,  
Wrecking,  
Planning,  
Building, breaking, rebuilding,*

*Under the smoke, dust all over his mouth, laughing with white teeth,  
Under the terrible burden of destiny laughing as a young man laughs,  
Laughing even as an ignorant fighter laughs who has never lost a battle,  
Bragging and laughing that under his wrist is the pulse, and under his ribs the heart of the people,*

*Laughing!*

*Laughing the stormy, husky laughter of Youth, half-naked, sweating, proud to be Hog Butcher, Tool-Maker, Stacker of Wheat, Player with Railroads and Freight Handler to the Nation.*

—From "Chicago Poems," by Carl Sandburg (New York: Henry Holt & Co., 1916).





# CHICAGO'S IMPROVEMENT PLANS

BY ROBERT H. MOULTON

**A** FEW years ago the late James J. Hill predicted that when there were twenty million people in our Pacific Coast States, Chicago would be the largest city in America. Coming from the master empire builder, the railway king whose fortune and fame were built upon a known foresight so keen as to be the marvel of modern captains of industry, this prophecy is worthy of consideration.

Chicago's faith in its own destiny as the monarch municipality of America is being shown to the world by deeds so big and astounding as to capture and hold the attention of the country and of the world. No people of any other city in America have united so solidly in determination for civic accomplishment as have the people of Chicago. The city is on its way to civic and industrial eminence, and the spirit of that movement is stirring all Chicago's citizenship.

Realizing that huge growth and development are to continue unabated, the people of Chicago are getting ready. They are working to bring the highest degree of orderliness out of the chaos of three-quarters of a century of formless and planless growth. They are building up out of the scattered and disconnected portions of their own city a vast machine of civilization.

The work was started five years ago and the progress made, considering the tremen-

dous volume of the whole plan, is to be wondered at and applauded. Twenty-two separate and important features of the great plan are now in the workshops of the city, county, State or nation.

Fortunately, too, Chicago realizes the wisdom and economy in pushing needed municipal improvements to the utmost in spite of the war situation and all conditions affecting the city and its citizens as a result of the times. While sustaining national needs with the fullest measure of patriotic devotion, it believes that now more than ever before it is highly important to look ahead, to prepare for the future, to conserve and build up human life, and to economize by affecting public improvements of a character that will save the time, effort, money, health and happiness of the people.

Within three years after the close of the World's Fair of 1893, there was conceived the Chicago Plan—a scheme of civic improvement which had for its purpose the direction of the future growth of the city in an orderly, systematic way, and the solution of its problems of transportation, street congestion, and public health.

The plan frankly took into consideration the fact that the American city, and Chicago preëminently, is a center of industry and traffic. Therefore attention was given to the betterment of commercial facilities; to methods of transportation for persons and



© Kaufmann & Fabry Co., Chicago

**A PORTION OF THE WATERFRONT OF CHICAGO, FROM LAKE MICHIGAN. THIS IS THE FAMOUS "MILE"**

(At the left of the picture is the Blackstone Hotel, and adjoining are the Grant Park Building and the Barn- the Congress Hotel and the Auditorium Hotel Annex. Across the street is the Auditorium Hotel, with the Fine McCormick Building, the low, wide building being the Stratford Hotel. The office building at the intersection low structure is the Art Institute, while immediately in back is the Peoples Gas Building, which houses the Western the Monroe Building completing the block. Across the street is the University Club. Toward the right of the

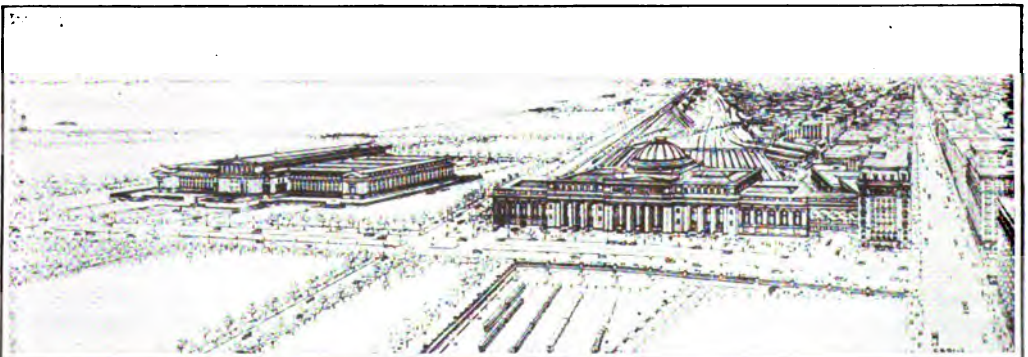
for goods; to removing the obstacles which prevent or obstruct circulation; and to the increase of convenience. It was realized, also, that good workmanship requires a large degree of comfort on the part of the workers in their homes and surroundings, and ample opportunity for the rest and recreation without which all work becomes drudgery. Then, too, the city had a dignity to maintain; and good order is essential to material advancement. Consequently, the plans provided for impressive groupings of public buildings, and reciprocal relations among such groups.

**IMPROVEMENT OF THE WATER FRONT**

The results of the World's Fair of 1893 were many and far-reaching. To the people of Chicago the dignity, beauty, and convenience of the transitory city on Jackson Park

seemed to call for improvement of the water front of the city. With this idea in mind, the South Park Commissioners, during the year following the Fair, proposed the improvement of the Lake Front from Jackson Park to Grant Park. This was the inception of the project for a park out in the lake, having a lagoon between it and the shore. It was the beginning of a general plan for the city.

The making of the plan was the important first step toward better things. Then came its promotion, its popularization with the people, for only by popular approval and support could the plan be made effective. Here the civic spirit of the men of the Commercial Club asserted itself. They spent \$200,000 in developing and bringing out the Plan of Chicago, then took it to the city hall and bestowed it as a free gift of the



**THE NEW ILLINOIS CENTRAL RAILROAD STATION AS IT WILL APPEAR ON EAST TWELFTH STREET, WITH THE NEW FIELD MUSEUM ON THE LAKE FRONT AT ITS TERMINUS**

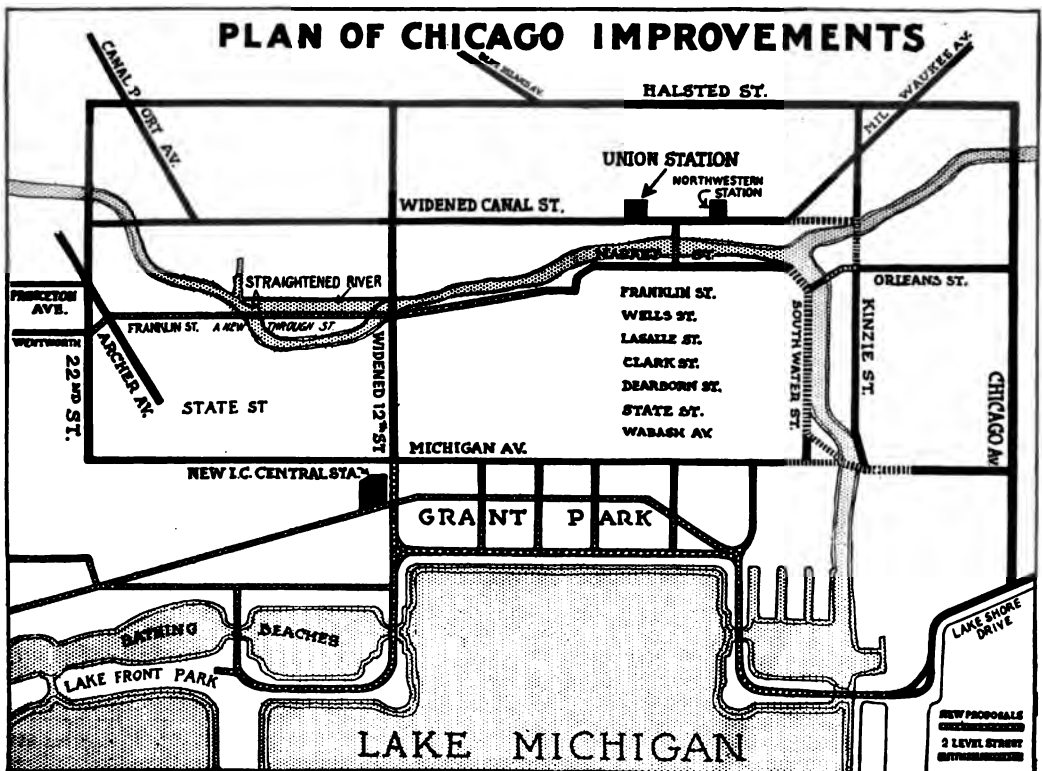


ALONG MICHIGAN BOULEVARD, WHICH IS TO BE EXTENDED AS A PART OF THE IMPROVEMENT PLAN  
 husel Arcade. The Harvester Building is the remaining structure on that block. The next block is occupied by Arts Building adjoining and the Chicago Club on the corner. The imposing structure on the fourth block is the of our illustration is the Railway Exchange, with Orchestra Hall adjoining and the Pullman Building next. The offices of the REVIEW or REVIEWS Company. The Lake View Building is next, then the Illinois Athletic Club, and picture will be seen the Tower Building, with the Public Library at the extreme right, in the foreground)

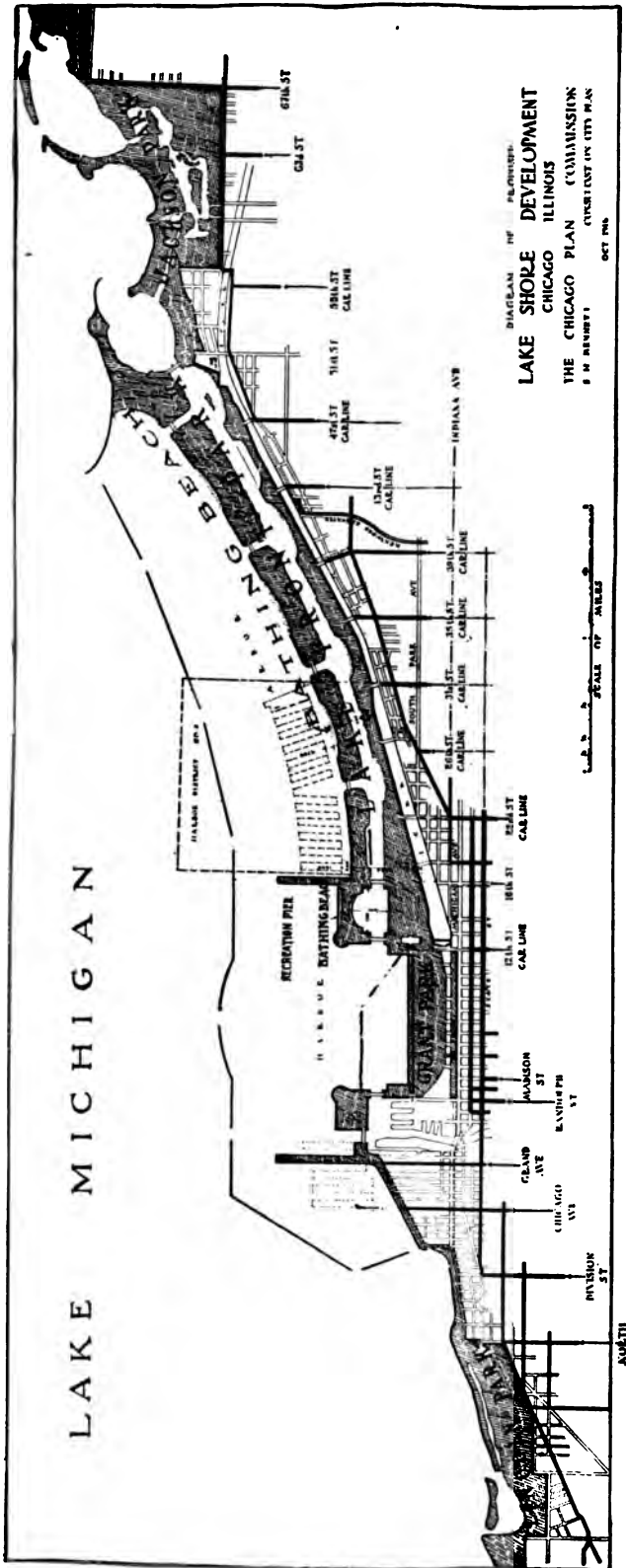
Commercial Club to the citizenship of Chicago.

The city officials, quick to see the potential value of the plan to Chicago, accepted it and created the Chicago Plan Commission of 328 members with the duty of studying and

promoting it. Under Charles H. Wacker, its permanent chairman, and Walter D. Moody, its managing director, that commission has been working for seven years. As a result of that labor, Chicago adopted the Plan of Chicago in principle; has actively







ENTIRE WATER FRONT IMPROVEMENTS, FROM JACKSON PARK TO WILMETTE

entered three basic improvements of the plan, and is at the threshold of various projects of minor importance.

For the great work of the actual drafting of a practical plan for Chicago's growth, the city received, without any charge, the services of the late Daniel H Burnham, architect. The genius of this world-renowned man was contributed to Chicago's good, and that at a time when other great cities, busy at planning betterments, were bidding tens of thousands of dollars for the services Chicago was getting for nothing.

The heart of the Chicago Plan is the Lake Front park system, so long dreamed of, and which is now becoming a reality. The central idea of this system is a plan for parks in the lake, reaching from Jackson Park on the south to Wilmette on the north, a stretch of twenty miles of water-front parks. These are not to be boulevarded for vehicles, but will be real parks and playgrounds for all the people.

Beginning at Jackson Park, the plan provides first for a yacht harbor in a basin about three miles along shore and two miles across. This will result from the building of a half circle of little islands in the lake in a zone where the water is comparatively shallow. Then northward will sweep one large island or perhaps two islands, reaching to the main harbor at Twentieth street. This land is to be from 600 to 1000 feet across. Between it and the mainland will run a lagoon, 1400 feet wide. Both margins of this lagoon will be planted with trees and shrubs, so arranged as to leave openings of various sizes, thus providing vistas of the water and the life upon it, to be enjoyed by the people along the driveways or living in the homes that line the park stretches. These planta-



THE TYPE OF BRIDGE TO BE BUILT OVER THE LAGOONS OF THE PARK ALONG THE LAKE SHORE

tions will be carefully devised so as to display every form and color of foliage known to this climate. Colors of blossoms also will be used, not in little beds or as mere incidents, but in masses stretching broadly along the shores of the lagoons, and even upon the surface of the water itself, where aquatic plants of many varieties will be made to contribute their part in the general plan of intended loveliness.

Protected from the waves of the open lake and sheltered from the wind by the city on one side and the park strips on the other, the lagoon will be a powerful attraction toward open-air athletics, both in summer and winter. It will provide a waterway, always calm and always safe, five miles long and nearly a thousand feet wide, upon which can ply houseboats, launches, canoes, rowboats, and small sailboats, as well as craft for public use, such as are usual on the Thames, the Seine, and the canals of Venice. The waterway will be lined with restaurants and pleasure pavilions and with public bathhouses. Swimming beaches will also be constructed along the shores, which by careful designing can be made as picturesque as any inland river.

As a further development of this water-front park scheme, there will be built a new strip of land immediately east of that

now occupied by the Illinois Central Railroad tracks and extending out into the water for a distance of about 300 feet, running the entire length from Jackson Park to connect with Grant Park at Twelfth Street, paralleling the lagoon and outer parkway strip.

This will give Chicago a most magnificent water front and will afford the people an opportunity to enjoy the alluring pleasures

that only water sports and waterway parks can provide. In every other country excepting our own water-fronts of every description are reserved and beautified as intended by nature for the free and unlimited pleasure of all the people.



LOOKING SOUTH OVER THE PARK LAGOONS AS THEY WILL APPEAR

#### A SYSTEM OF ISLAND PARKS

The building of parks along the lake

front of Chicago is dictated by considerations of health and enjoyment. The ease with which the work can be accomplished becomes apparent when one considers that the refuse of the city seeks a dump which cannot be found anywhere else than on the lake front. The waste material is now sufficient to create approximately 125 acres each year, so that in ten years, by using only the annual waste product, more than 1200 acres of park land can be secured for nothing. The value of this land, according to experts of the Chicago Real Estate Board, would be \$46,000,000.





CHICAGO'S GREAT

To this should be added the sum of \$3,000,000 which should be poured into the city treasury by private contractors who would pay for the right of dumping their material on city land.

Another splendid feature of the lake front parks is the construction of a great central harbor faced by Grant Park, which is adjacent to the lake and extends along the entire business front of the city. This great basin will lie in the hollow of curving parkland shores extending into the lake three-quarters of a mile and more than a mile in length. Two long sea walls, curving outward, with openings at the center and at either end, will permit easy passage of vessels and assure calm water always within the harbor.

At the extremity of the northern coast of this harbor will be great piers and stations, arranged in a circle, for use of the passenger-carrying vessels of the lakes. At the extremity of the southern coast of the harbor will be buildings for park purposes, overlooking the lake, crowning an island in the lake. Still further to the north and south of this harbor, and at a distance of three miles from each other, will be two parks, 500 feet wide and running out into the lake more than a mile, built as inland piers. These great piers, which are to be tipped with high light-houses marking the entrance to Chicago's magnificent harbor, will serve as walls to break the force of all storms which assail the city from the lake.

The treatment of the lake front north of

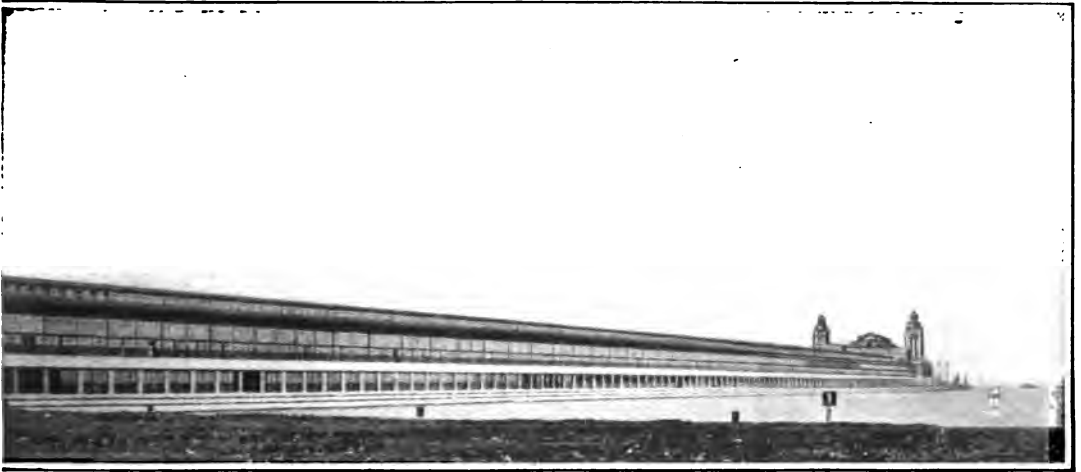
Grant Park and extending to Wilmette, a distance of twenty miles, will be similar to that on the South Side, except that here the parkway will be somewhat narrower, and an additional element will be introduced in the form of a chain of outlying islands.

The plans for these great island parks call for bridges and connecting ways by which the people of the various divisions of the city may at all times easily reach the lake front parks, playgrounds, and the recreation and bathing beaches adjacent to them.



THE ILLINOIS CENTRAL STATION ON PARK ROW

(The new Passenger Terminal will be built at Twelfth Street and Indiana Avenue. These old buildings will be removed and their sites turned into a part of Grant Park)



MUNICIPAL PIER

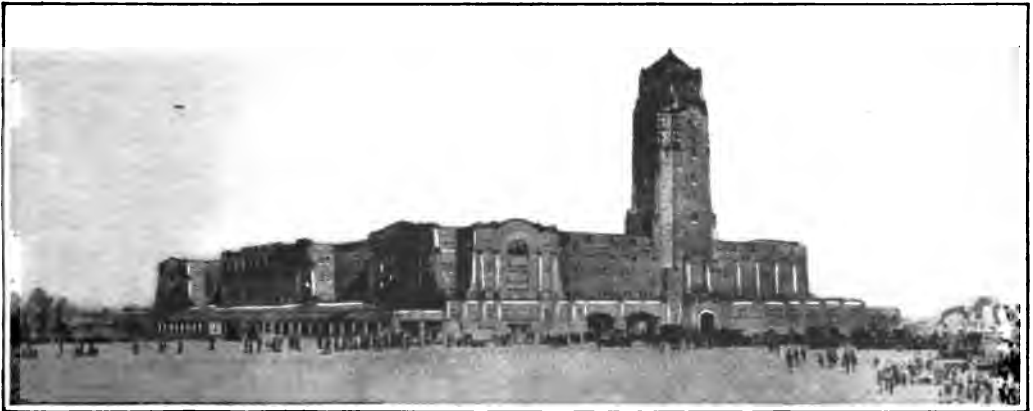
#### GRANT PARK AND ITS GROUPS OF BUILDINGS

Chicago, unlike many American cities, has not drawn away from the water. The creation of Grant Park is of inestimable value. This park, which is one of the principal features of the lake front improvement plan, contains over 300 acres and was built up entirely of the city's waste in a few years. It very readily lends itself to the function of a spacious and attractive park.

The location at the southern extremity of Grant Park of the Field Museum of Natural History, which was made possible by gifts aggregating \$9,000,000 by the late Marshall Field and which is now rapidly nearing completion, was the first step in the development of this space as the intellectual center of Chicago. Near it will be grouped the new Crerar Library, an institution with an en-

dowment of \$4,000,000 and intended for the use of the student of social, physical, natural and applied science, and the new structures for the Art Institute. The plans for the latter show a gallery of fine arts, together with a school of art, comprising lecture halls, exhibition rooms, ateliers, and general administration quarters. To complete this composition there will be open-air loggias and gardens, the whole group being akin to the great art museums and schools of Europe.

The assembling of three monumental groups so as to form one composition offers opportunity for treatment impressive and dignified in the highest degree. It is such opportunities which when properly utilized give to a city both charm and distinction, because of the satisfaction which the mind obtains in contemplating orderly architectural arrangements of great magnitude both in themselves



THE NEW PENNSYLVANIA FREIGHT TERMINAL

(This building, between Polk and Taylor Streets, Canal Street and the South Branch of the Chicago River, is now practically completed)



CROWDED SOUTH WATER STREET

(Said to be the busiest produce market in the world. All buildings on the right to be removed, making a clear roadway 110 feet wide)

and in relation to the city of which they thus become an integral part.

Another feature of the general scheme of Lake Front improvement is a stadium for both land and water events, of unrivaled size and great beauty. This stadium will have a seating capacity of more than 100,000, with a pit on land sufficiently large for the most elaborate athletic events, army tournaments, or other outdoor gatherings. Over the arena spectators will have an open view of the lake, an arrangement which will permit the use of the stadium for naval displays, boat races, and other water events.

#### ADORNMENT OF "THE MIDWAY"

One of the most distinctive signs of civic improvement is the adornment, now under way, of the Midway of the World's Fair which links Jackson Park on the lake with Washington Park to the west. It is at present a smooth and perfectly level stretch of parkway about 1,000 feet wide with a depression in the center. The University of Chicago occupies the north boundary and owns all the land along the south boundary, so that the Midway is in effect its campus and is peculiarly adapted for formal gardening, for architecture and sculpture.

#### STREET WIDENING

Negative elements among the citizenship of Chicago at first asserted that the Plan of Chicago was a "rich man's scheme," de-

signed merely to beautify the city at the public expense and to interlace Chicago with boulevards for the wealthy to ride upon in their automobiles. This assertion was quickly proved false, for the first work to which the plan promoters devoted themselves was that of widening Twelfth Street.

The Twelfth Street improvement is certainly no rich man's venture. Its prime value will be in providing a commodious heavy-traffic thoroughfare into the heart of Chicago's great West Side. Social importance is that it will open an adequate way for the huge population of the congested West Side districts to go easily and quickly to the

splendid lake front and recreation grounds. Financially, the effect of the new work will be to equalize and raise realty values all over a large district in a hitherto neglected part of the city. This great improvement is practically completed from Ashland Avenue to Michigan Avenue, a distance of approximately two miles. The transformation of the old 66-foot street into a magnificent 108-foot wide traffic-way is a splendid example of Twentieth Century city-planning.

One of the most important pieces of work, the widening and extension of Michigan Avenue from Randolph Street to Chicago Avenue, a distance of more than a mile and involving the destruction and removal of many business blocks and residences, will shortly begin, and is expected to be completed by July, 1919. Its advancement in court has required more than a year and a direct settlement with 8,700 property owners, all of whom had their rights under the law. Here is a project designed at once to produce an avenue as imposing as any on earth and at the same time to solve traffic and congestion problems in the business heart of the city. The street is to be on two levels for several blocks near the Chicago River, with heavy teaming passing east and west on the low level and light traffic moving north and south on the level above. The new Michigan Avenue will cross the river via a two-level bascule bridge, a structure unique among all the viaducts of the world.

To relieve still further the congestion on Michigan Avenue, and at the same time to make Chicago's water front of more than twenty miles continuous and unbroken, a plan for an outer driveway running without a lapse from Jackson Park to the northern boundaries of Lincoln Park, has been quietly under way for some time but was held up pending the settlement of the Michigan Avenue case in court. With this now out of the way steps are being taken to push to completion this outer drive. When finished, it will give Chicago one of the most magnificent water-front driveways in the world. All that is necessary to complete this driveway is to extend South Park Avenue across the Illinois Central tracks and over the new-made lake-front ground to the Field Museum. The Grant Park Street already exists. The next link to install is from Randolph Street north to the Municipal Pier. This is already finished down to the mouth of the Chicago River on the north side. One advantage of the plan is that to carry it out will involve no damages to or use of private property.

#### RECLAMATION OF A MARKET STREET

Another improvement of magnitude, and one which is necessary to complete Chicago's great central district, is the reclamation for all the people of South Water Street, now forming probably the world's greatest produce and commission market, and on which the congestion is so dense that through traffic is absolutely blocked. At present an economic waste, a burdensome charge on all the people, a drawback to the city's progress, and obstruction to its prosperity, and a physical misfit, this street, according to plans evolved by the experts of the Chicago Plan Commission, can be changed into a fine highway of tremendous economic value to Chicago, at a profit to the city treasury. It is estimated that the removal of the market to some other location will save the people of Chicago \$5,138,400 annually—\$2,620,800 on waste of foodstuffs; \$1,624,800 on cost of handling foodstuffs; \$563,000 saving on commercial interests; \$160,000 saving in time reduced by street traffic delays, and \$169,800 annual revenue to the city. It will be an effective distributor of traffic in the city's heart, reducing congestion there by doing away with 15,714 vehicle trips per day now required to serve the 6,500 retail grocers of the city.

#### NEW RAILROAD STATIONS

While straining its efforts to get these major works under way, the Chicago Plan Commission has been watchful of the future of Chicago in many minor ways. Its officers and directors were among the guiding spirits in the adjustment of the plans of Chicago's new \$65,000,000 union station, work on which is proceeding as rapidly as the scarcity of labor and material, due to the war and its consequences, will permit. Between this and the new Northwestern Railroad terminal, completed a few years ago at a cost of \$25,000,000, will be located the new West Side Post Office, which will be commensurate with Chicago's position as the central clearing point for the mail of the entire country.

#### PUBLIC PLAYGROUNDS

Three great elements make up the park plans of the future city under the Plan of Chicago: The improvement of the lake front, the extension of the park areas within the city, and the acquisition of wide areas of forest and stream outside of the corporate limits, but upon the borders of the city, to be held in their natural state as places where the city-worn worker and his family may rest and wander freely in holiday and vacation time. In carrying out this last plan more than 5000 acres have already been purchased and several thousand more are being negotiated for. Of the total possible acreage in Cook County of 35,000 acres, the Forest Preserve Commission has already recommended the purchase of 21,000 acres surrounding the outskirts of the city on all sides. The first of these great public playgrounds was thrown open to the public last summer.

To remodel Chicago, the world's fourth city, is no light task. It is a Titan's job. But for its accomplishment Chicago has a citizenship which has never shrunk from herculean efforts for the public weal.

Chicago's people, awake and alive to their opportunities, are preparing for Chicago's destiny. The "I Will" spirit is at work among them. It is calling upon a united citizenship to achieve for Chicago. And in no better way is that spirit manifesting its determined, unflinching and triumphant character than in the hearty public support and rapid execution of the Plan of Chicago. Chicago's destiny is in safe hands.



# THE COAL OPERATORS' CASE

BY J. D. A. MORROW

[Various reasons have been given for the present coal shortage, and there has been in some quarters a tendency to believe that the coal operators did not sufficiently increase production to meet the abnormal demands which might well have been anticipated. The accompanying statement, representing the views of the coal operators, has been prepared by Mr. Morrow—who now becomes a leading figure in solving the coal problem, through his appointment by the Fuel Administrator to take entire charge of the transportation and distribution of coal, anthracite and bituminous, from the mines to the consuming sections. Mr. Morrow was secretary of the National Coal Association, and previously he had been connected with the Federal Trade Commission.—THE EDITOR.]

THE coal shortage in this country is due to the fact that in the pressure to move freight the railroads have allowed coal to be crowded off the rails to a certain extent and—possibly unintentionally, but effectively—have discriminated against the industry.

Reports to the Interstate Commerce Commission by the railroads during the last seventeen years show that in times when there is neither a shortage of cars at the mines nor a shortage of coal in the country coal amounts to approximately 35 per cent. of the total freight originated by the railroads, with remarkable consistency. In short, that percentage indicates the necessary balance between coal production and its consumption as reflected in the movement of other freight arising largely, of course, from industrial activities. That proportion of coal in the freight originated by the railroads in the last year has been steadily declining until the industrial system of the country has been thrown out of balance.

In the fiscal year 1914, when there was neither a shortage of coal nor of coal cars, coal made up 35.09 per cent. of the freight originated on all roads. In 1915 it was 34.73 per cent.; in the fiscal year 1916, 33.61 per cent.; and in the calendar year 1916 it was 32.86 per cent.

It was at the end of 1916 that the shortage of coal began and that prices started to rise. As compared with the first half of 1915, the last six months of 1916 show that the tonnage of coal originated by the railroads increased 1.6 per cent., whereas all other kinds of freight increased 5.1 per cent.—or more than three times as fast.

Although the figures for 1917 are not available, it is certain that the balance against coal was still heavier in the year just ended than in 1916.

In consequence of this steady change in the proportion of transportation accorded coal,

we have seen the remarkable condition of 100,000 coal miners idle every day for weeks in midwinter. We have seen the loss of more than 20,000,000 tons of coal in eight weeks because of lack of railroad cars to load with coal. We have seen eighty miles of loaded coal cars standing for days at a time on one railroad, and seventy-five miles of such cars standing on another railroad. All this at a time when the country was clamoring for coal and the people were freezing in their houses for its lack, while vitally important war industries were closed down.

The present capacity of coal mines in this country has not been utilized on any single day in the last sixteen months. The mines are splendidly equipped, capably managed, and the operators are doing all that is humanly possible to meet the country's demand for coal. They can only bring it to the mouth of the mine. The railroads must carry it from that point to the consumer. If other freight is handled instead, the present condition is the inevitable result.

On June 9, 1917, the writer (representing the National Coal Association) addressed a letter to Fairfax Harrison, then chairman of the Railroads' War Board, in which relief was asked again from the car shortage at the coal mines. The writer said:

We are convinced that to an appreciable degree it [the car shortage] results because coal cars are being used to haul other commodities which for some reason unknown to us have received preferential treatment from the railroads. In our view, this misuse of coal-carrying equipment is unfair to mine operators and the public. . . . We wish hereby to record publicly the real cause for the present coal shortage and to fix definitely and unmistakably the responsibility for its continuance and for the serious results it may produce.

The cause of the trouble indicates the remedy, and I am glad to believe that the Director General of Railroads is already taking action to obtain that remedy.



# FLOOD PROTECTION FOR THE MIAMI VALLEY

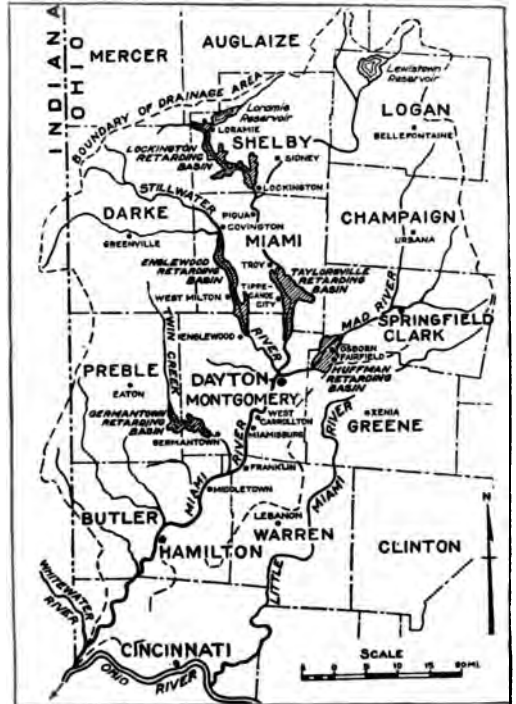
BY O. R. GEYER

**W**ORKING on the theory that floods of the sort which swept down the historic Miami Valley in western Ohio five years ago are unnecessary evils which can be guarded against, the inhabitants of the prosperous valley have undertaken the work of flood-proofing the entire valley. The dry-reservoir plan, known to engineers for several hundred years, is to be worked out for the first time on a large scale, and within the next three or four years a battery of five great flood reservoirs stationed at strategic points along the valley will take up the task of warding off disasters similar to the one of March, 1913.

Miami Valley proposes to spend approximately \$20,000,000 in completing one of the most ambitious and thoroughgoing flood-protection projects ever launched in the United States. Shortly after the disastrous floods of five years ago the Miami Conservancy district was organized, under a State charter, and the preliminary work has now reached the stage where steam shovels and gangs of laborers will take up the work. Practically all of the tedious and exacting little legal details have been taken up and completed, and, barring unforeseen complications, the flood protection work will be actually under way sometime during 1918. By 1921, or 1922 at the latest, it is estimated by engineers, the last reservoir will have been completed and the valley which has been terrorized by frequent floods will be freed of dangers from that source for all time to come.

## DRY RESERVOIRS

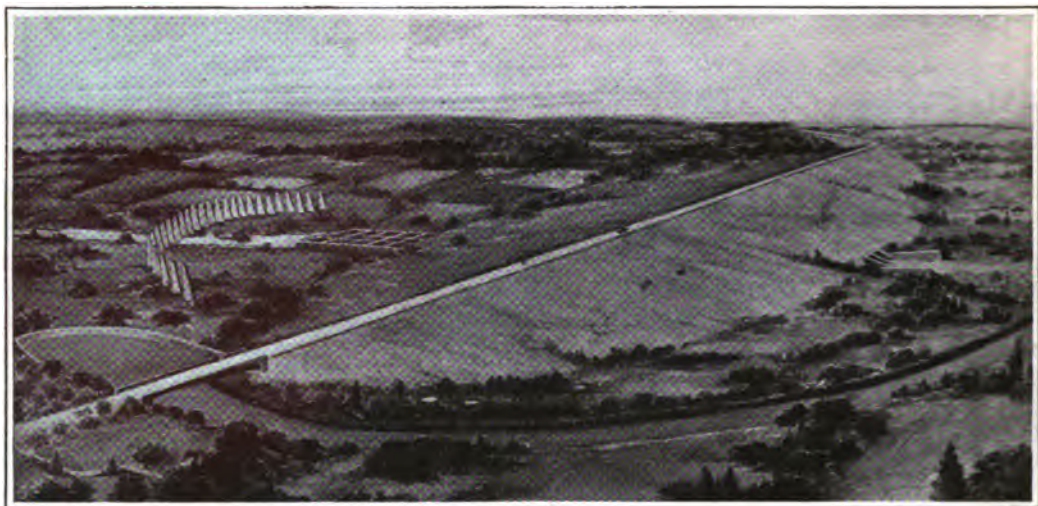
The fruits of four years of study and investigation by some of the country's best-known flood experts are to be found in the plan recommended for flood-prevention work in the valley. The plan is simplicity itself, as five great retarding basins or dry reservoirs to be built at advantageous locations along the valley will act as a positive and never-failing check upon all floods, even though they exceed the one of 1913 by 50



MAP OF THE MIAMI RIVER DRAINAGE AREA SHOWING THE LOCATION OF THE PROPOSED RETARDING BASINS

per cent. These reservoirs will be supplemented with channel improvements to be made within the territory of each city, for the purpose of permitting the passage of a larger body of water down-stream at a greater speed than formerly. The flood reservoirs will do the rest.

The five great reservoirs will be built astride the valley, and will have permanent openings at the base of each dam to permit the unimpeded passage of the maximum capacity of the river channel during flood times. When floods come and the river channel is completely filled with flood waters rushing down-stream, the dam stretching across the valley will automatically cut off the flow of the surplus water and hold it back temporarily in the basins above the dam. As rapidly as the river channel can accommodate



PROPOSED DAM FOR MIAMI CONSERVANCY DISTRICT—NORMAL STAGE OF RIVER (ENGINEERS' DRAWING)

the flow of these stored-up waters they will be released through the opening at the base of the dam, but at no time will these conduits release more water than can be carried safely through the improved channels running through the cities below. Under this process the run-off of a flood of the proportions of the one of four years ago, which would ordinarily last for two or three days, will be distributed over a period of two weeks.

The five great reservoirs will have a capacity at the spillway level of approximately 900,000 acre-feet of water (an acre-foot being the amount of water required to cover an acre one foot deep), which is about 60 per cent. of the rainfall which passed down the valley in the form of flood waters during the period from March 24 to March 28, 1913. There will never be any necessity, however, for storing up greater than 40 per cent. of the flood waters as long as the conduits, or river channels passing through the reservoirs, remain open.

During the days when the flood is just beginning or when it is receding, the channels can carry off the waters rapidly enough to prevent their being caught by the dam and stored in the reservoir. As a result the entire storage capacity of the basin will be available for the retention of the peak load of the flood which can scarcely be accommodated in the river channel without inundating a vast acreage of land. On the basis of calculations made during the time of the flood of 1913, it would be necessary for the reservoirs to retard scarcely 40 per cent. of the total flood waters in order to eliminate

flood danger. Owing to the height of the dams and the capacity of the reservoirs, a flood much larger than the one five years ago could be handled without the slightest danger of another disaster such as that which swept Dayton and kindred cities during the terrible days of March, 1913.

The retarded flow of water down-stream, under this system, will be half as great as the unimpeded flow in 1913. When improved and straightened, the channel within the city limits of Dayton will have a maximum capacity of about one-half of the flow of water that passed through the city during the great flood. At Hamilton, further down-stream, the channel will be straightened and deepened to permit the passage of more than half the maximum flow of March, 1913, without flooding the city. The other 50 per cent. of the flood waters will be caught and stored within the reservoirs until such a time as the channel can carry them off.

#### THE PROTECTION OF DAYTON

The destinies of the city of Dayton will be guarded by four great basins, one located at Lockington, near the northern boundary of the drainage area of the Miami Valley, another at Englewood, another at Taylorsville, and the fourth at Huffman. The fifth basin will be located at Germantown, about one-fourth of the way down-stream below Dayton. The Englewood basin, the largest of the five, will collect the flood waters of the Stillwater River, which empties into the Miami at Dayton. This dam will be 120 feet above the valley and will cost about \$2,000,000. The Huffman dam, the lowest



PROPOSED DAM FOR MIAMI CONSERVANCY DISTRICT—FLOOD STAGE OF RIVER (ENGINEERS' DRAWING)

of the five, will have a maximum height of sixty-five feet and will cost about \$1,300,000. The cost of the other dams will range from \$650,000, in the case of the Lockington reservoir, to \$1,500,000 for the Taylorsville basin.

The estimated cost of building these reservoirs is slightly more than \$6,000,000. Local flood-protection work, such as the straightening of channels, deepening of channels, building levees and making other improvements, will cost approximately \$4,000,000. Damages to property, public-service re-locations, real-estate purchases and easements, general expenses and other items will bring the total cost to something more than \$20,000,000, which is about one-fourth of the actual property damage caused by the flood of 1913. For the construction of these dams about 9,000,000 cubic feet of dirt must be moved, and nearly 200,000 cubic yards of concrete will be required to strengthen the earth works.

#### ADVANTAGES OF THE "MIAMI PLAN"

This system of flood-protection, which has been given the name of the Miami plan, is unique inasmuch as it provides for complete and not partial protection against floods. The topography of the land in the valley, which is about 163 miles in length and has a drainage area of 4000 square miles, is well adapted to the reservoir system of control. The land is undulating and the hills and valleys are of such character that it becomes an easy matter, from an engineering point of view, to construct a flood-prevention system which shall stand for ages.

Miami Valley's flood-prevention work is being built for all ages and to withstand any possible flood which may sweep down the valley in future years. In the belief of engineers who have canvassed conditions thoroughly in the valley, there is no danger that there will ever be a flood great enough to undo the work now being done; in fact, it has been ascertained that the reservoirs to be built will check and withhold the waters of a flood at least 40 per cent. greater than the one of 1913 without reaching the maximum capacity of the great basins.

#### HOW IT WAS DEVELOPED

The mud had scarcely been removed from the streets of Dayton in April, 1913, before plans were laid for flood-prevention work on a new scale. Owing to the fact that State statutes provided no machinery with which to carry on the work, it was necessary to take up this matter with the State legislature, which passed the Ohio Conservancy law at its first session following the flood. Confronted with the possibility of giving up the site it occupied or providing an adequate bulwark against future floods, the citizens of Dayton and sister cities elected the latter course. The first step, after the passage of the conservancy law, was the selection of engineers experienced in flood-prevention work to make a thorough canvass of the drainage area of the entire valley and recommend the best course to be followed in flood-proofing the valley.

Arthur E. Morgan, one of the country's foremost engineers, spent many weeks in the

field, with a staff of sixty assistants, preparing data and collecting information upon which to base his recommendations. Competent experts gave careful attention to everything that could in any possible manner affect the flood-prevention work, and to the last figure information was obtained as to the amount of water that fell during the fateful days of the 1913 flood, the length of time it required to pass a point, the area which would have been overflowed in case the peak of the flood had been stored in reservoirs, and many other matters which had to be given consideration.

The engineering corps, through Mr. Morgan, returned a report favoring the dry-reservoir plan, and cited a mountainous mass of material in support of their recommendations. Even then the flood-prevention committees were not satisfied, and other engineers were called in to go over the same ground and report upon the advisability of following the dry-reservoir plan. This board of consulting engineers, composed of the foremost authorities in the world on flood and reclamation matters, not only concurred in the report of Mr. Morgan but was even more positive that the dry-reservoir plan was the only logical and safe method of warding off other floods.

The report of the special board of consulting engineers held that floods as great as the one of 1913, or even greater, were liable to occur at any time and that any flood-protection work undertaken should be built to withstand a flood at least 20 per cent. greater than the one of 1913. It was further suggested that it was impracticable to provide anything like adequate or permanent flood-protection by enlarging, deepening, or straightening the Miami channel. The board suggested the erection of dams capable not only of providing economical and satisfactory flood-protection, but that they should be massive enough to justify the greatest confidence in the protection they offered.

The engineering work, which has been underway for two years, has been conducted under the following heads: surveys, investigations, construction plans and appraisal data. Some of the things which have been undertaken in recent months make this one of the most important engineering works ever undertaken in connection with flood-control work. Property-line surveys have been made of every property; a topographical survey made of 240 square miles of drainage area, including contours of five

feet or over; local surveys made in many counties; re-location surveys made for railroads and electric lines affected by the proposed changes; test borings made to determine foundation conditions; geological formations studied at reservoir-sites; rainfall records investigated for every storm of any size which has occurred east of the Rocky Mountains since the establishment of the weather bureau—and a thousand and one details attended to in order that every legal and engineering safeguard might be thrown about the work remaining to be done.

#### FINANCING THE WORK

There are many unusual features in connection with the flood-control work planned in the Miami Valley. The manner in which the project is to be financed and carried out is unique in itself. In the first place, public-spirited men have agreed to do the vast amount of construction work without profit to themselves, for all are vitally concerned in the success of the plan. The money will be expended in the home communities and for local labor. The farmer whose land may be required for reservoir purposes during flood time agrees to rent his land for such purposes at a reasonable cost. During normal times he will have the control and use of his land for any purpose he may desire. Land required for the building of dams and the making of necessary changes will be purchased outright by the district.

The money for the improvement will be obtained through bond issues, which will be scattered over a long period of years. They will be paid, with interest, by the persons whose property is directly benefited by the flood-prevention work and not, as is the usual custom, by saddling the expense upon those directly and indirectly benefited without proper justification. Property-owners located within what is known as the conservancy district will not be assessed for the improvement unless it is shown that their property is directly improved. The assessments are to be levied upon the increased value to be given property by the flood-prevention work in the same proportion as the cost of the improvement is of the total enhanced value. Thus, if it is found that the work will cost \$20,000,000 and that the property affected will be given an added value of \$100,000,000, each property-owner affected will pay one-fifth of the appraisement benefits for his property.

#### FARMERS GUARANTEED AGAINST LOSS

During the flood of 1913 more than 100,000 acres of rich farming land were inundated by the waters of the Miami. The projected reservoirs will reduce the amount of land which will be flooded in case of a flood half as great again as the one of 1913 to one-third of the acreage covered by water five years ago. There will be no swift, hungry currents to cut into the soil or to deposit materials which would tend to damage the fertility of the soil. Instead, as the water is stored gradually within the confines of the basins, it will deposit the load of silt, enriching the land instead of stripping it of black earth. The owners of land included in the reservoir systems will be paid a good rental price in advance as a perpetual flood easement, and will not suffer one penny's loss as the result of floods.

#### EFFICIENCY OF DAMS AND TUNNELS

The dams will be built to resist floods many times stronger than the great floods which have swept down the valley in former years. The Taylorsville dam will be seventy feet high from its extreme depth to the roadway on top, and will be 580 feet thick at the base and twenty feet wide at the top. Reinforced concrete outlet tunnels at the base of the dam will discharge the water up to the normal capacity of the channel. No delicate or intricate machinery will be maintained in connection with these tunnels. They will be so designed as to allow the normal flow of the river to pass through unchecked, but the moment a greater volume of



HOUSES REDUCED TO KINDLING WOOD BY THE GREAT DAYTON FLOOD OF 1913

water than the channel can safely carry sweeps down from above, the peak of the flood waters is caught and allowed to collect within the flood basin. The discharge of the outlets will be sufficient to keep the river running bank-full until it resumes its normal condition. The high-water level for the Taylorsville dam will be fifty-five feet, or fifteen feet lower than the top of the dam. Even should another flood of the proportions of the one of 1913 visit the Miami Valley, the level of the surplus waters collected in this reservoir would be many feet below the high-water level.



DEVASTATION CAUSED BY OHIO FLOODS—THIS WAS ONCE FERTILE FARMING LAND

#### RESERVOIR SYSTEM VERSUS CHANNEL IMPROVEMENT

The reservoirs will control practically five-sevenths of the drainage area of the entire valley, and will be so placed that there will never be any danger of back water reaching up-stream to the city above, or retarding the flow of the water through the river channel as it passes through the cities. Thus the city of Troy, immediately above the Taylorsville dam, will be freed of all menace from back water. An illustration of the worth of the dry-reservoir system is found in the fact that it will reduce the flow of water down-stream to one-fifth of the maximum flow during the last flood. In 1913 the flood passed through Piqua and Troy at the rate of 100,000 cubic feet per second; under the new system the rate of



flow will be reduced to 20,000 cubic feet per second.

Even though the flood-prevention plan proposed were not to provide permanent protection against all manner of floods, it would be much cheaper and much more effective than any general attempt to improve the river channel. In Butler County alone, engineers estimated, after a preliminary survey, channel improvements would cost \$17,000,000, and would not be of a permanent character.

The reservoir plan, among other things, provides adequate and permanent protection within the shortest possible time. It will make possible the obtainment of State or federal aid, should any such assistance be necessary. Railroads and cities will be put to no great expense with regard to relocating bridges, as few changes of this character will be necessary. Channel improvements would only serve to increase the fury of the flood as it swept down upon each succeeding city, according to engineers. Improvements at Troy and Piqua would rush the flood waters upon Dayton in much larger quantities and the Dayton improvements would, in turn, add to the peril of the cities below.

Dayton has been in the path of ten great floods since it was settled more than 100 years ago. The greatest of these floods was the one of 1913. Engineers who made an exhaustive study of rainfall statistics, topo-

graphical conditions, and other elements entering into the consideration of flood-prevention work, declared at the conclusion of their survey that Dayton might, at any time, be visited by another such disaster, which was caused, as everyone remembers, by the enormous fall of water upon a land already water-soaked. This report urged that no system be considered unless it provided means of warding off the dangers of floods at least one-fifth larger than the one of 1913. The Miami Valley Conservancy District has gone beyond this safety mark, and will erect barriers against floods at least 50 per cent. greater. However, it is estimated that barriers of the sort to be erected within the next few years will check floods several times greater than the one of 1913.

No force of waters will ever be great enough to tear down the huge dams which will be erected across the valley at frequent intervals. The width of the base of the dam at Englewood will be as long as a freight train of thirteen cars and engine. The slope of its sides will be so gradual that a team of horses may be driven up the side of the dam at any point.

Engineers have guaranteed this form of protection as the best and most durable which could possibly be erected. Dayton and its sister cities will shortly be freed from the constant fear of the return of other disasters of the sort which threaten their very existence.



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RESCUERS TAKING A DOCTOR TO SUFFERERS IN THE 1913 FLOOD AT HAMILTON, OHIO

# OHIO'S 1918 FARM DRIVE

BY HON. JAMES M. COX, GOVERNOR OF OHIO

[Governor Cox is always inspiring and energetic. In response to our request, he tells us herewith of the undaunted efforts the splendid commonwealth of Ohio is making, with care and system, to face difficulties and make 1918 a record year for farm production. Five years ago Governor Cox wrote for this magazine a notable article on "Ohio After the Floods." We are able to present elsewhere in this number of the Review an article showing the excellent engineering and financial plan now fully adopted, by means of which the Miami valley is in future to be protected. Governor Cox himself lives at Dayton, the foremost town of that valley, and is the proprietor of the *Dayton News*, which is so constantly quoted in our cartoon department. Besides former terms as Governor, he has represented his district as a Democrat in the halls of Congress.—THE EDITOR.]



© Baker Art Gallery, Columbus

GOVERNOR COX OF OHIO

**A**LTHOUGH serious inroads have been made in the ranks of agriculture by the operation of the selective service act, and notwithstanding the fact that other conditions are not at par, it is believed that agricultural production in Ohio this year will be considerably increased over normal, because of organization of State resources.

Committees of the Ohio branch, Council of National Defense, have established employment agencies throughout the State. These agencies are giving particular care to the mobilization of labor, not only for industries, but for agriculture as well. They have been directed to give especial attention this year to the need on the farm.

County food and crop commissioners, appointed in every county of the State, last year

gave good account of themselves. Their work for the future is being intensified. The plan has been found most satisfactory in that it has aroused public opinion to the need of acreage and production. The first year's experience was that there was more production last year than during any year in the history of the State. Our hope is to extend operations this year.

It is found at this time that considerable inroad by military needs has been made on farm labor, and that incidentally the operation of the draft has taken farm labor to supply vacancies in general industrial ranks. In seeking to maintain production on a par with last year, if not as well to increase it, we find it is necessary to add to agricultural energy by means of labor-saving devices.

To consider the problem, a meeting of manufacturers and business men was held at the executive offices early in January. Guarantees were procured from tractor manufacturers that the State would be provided with an ample number of machines to meet all requirements not later than April 1. Accordingly a school for tractor operators, conducted by twenty-seven manufacturers of farm tractors, was arranged to be opened at the State Fair Grounds, Columbus, February 11, to continue one week.

Arrangements have been made through a group of national and State banks to finance farm-owners and reliable farm tenants in the purchase of tractors and needed machinery.

The entire plan has met with enthusiastic response in all quarters.

A serious problem has been found in the condition of seed corn. An investigation directed by the Agricultural Department of Ohio State University found that much soft corn was produced last year, and that the early severe cold weather prevented the de-

velopment of the seed germ. For this reason last year's supply of corn for seed purposes is probably the least in a period of fifty years.

Tests are now being made of the seed-corn supply, ear by ear, the work being conducted through the country schools by the agricultural extension department of the University and the Board of Agriculture. Children have been asked to bring the seed

corn to school, where it is scientifically tested.

In addition to mobilizing the supply of last year's corn for seeding purposes, we are conserving the seed corn in those counties of the State which did not seem to have been affected by weather conditions.

For the time being, State energy is directed along the lines of agricultural development. Farmers are giving evidence of their interest.

# THE WHEAT CROP AND FARM LABOR

BY HON. J. M. BAER

(Representative in Congress from North Dakota)

**R**EALIZING the extent of our needs and those of our Allies, the Department of Agriculture has been energetically pushing a campaign to stimulate the farmers of the United States to produce a billion bushels of wheat this year. This means that it will be necessary for our farmers to raise nearly 350,000,000 more bushels than in 1917, when the winter and spring crops totaled 650,828,000 bushels. Winter wheat being already sown, the increase will have to be made up chiefly in spring wheat.

The forecast of the Department of Agriculture for this year is 540,000,000 bushels of winter wheat. To produce a billion bushels of wheat in 1918 will thus require 460,000,000 bushels of spring wheat. Such a prospective production is unprecedented—it will mean practically doubling the 1917 acreage, which was 18,511,000 acres.

Our normal consumption of wheat for all purposes in the United States amounts to about 590,000,000 bushels. Therefore we needed for home use almost the whole of what was produced in 1917. The reason that we were able to export 189,000,000 bushels in 1916-17 was because we had a carry-over of 179,000,000 bushels from the 1915 record crop, which was more than a billion bushels. This crop year (1917-1918) we have had a carry-over of only 51,000,000 bushels.

The foregoing facts prove the absolute necessity of stimulating the production of wheat and other cereals to its greatest possible point, and of immediately encouraging farmers, in every practical way, to attain this much-needed result.

The farmers of this country have patriotically striven to increase production; but unfavorable weather, shortage of farm help, and other adverse conditions have been marked, particularly in the Southwest and Northwest. Many farmers are in bad shape financially, also, because of failure of two successive crops.

Over half a million men have been drawn by the first draft from our farms. Even more critical is the fact that two million mechanics and farm laborers have been induced by war industries to leave the farms and go to the cities. This is dangerous in view of the fact that the world faces a food famine. Foodstuffs, in this crisis, stand supreme among the requirements of our Allies and ourselves.

America has vast resources of man-power. The problem is to utilize this great force where it is most needed. The farm labor problem is not different from that of any other war industry. It is impossible to recruit an army of two million men without causing a shortage of labor. We must, however, scientifically differentiate between essential and non-essential workers. If any draft distinction is to be made, it shall be between those men in activities essential to the production of ships, ammunition, food, and other necessary things, and those who are employed in non-essential trades.

It is a widespread but false impression that farm-workers are not experts. The boy who has always worked on the farm is a better farm worker than a boy from the city. The same thing applies to any other industry. The man in the machine shop,

trained to his work, is much more useful in a machine shop than a farm boy. Those men over the draft age, who are left in the shop, should be augmented by numbers of young men (between 16 and 21 years), to be taught the trades. But this same practice cannot apply to the farm worker, for in all rural districts boys of that age already supplant older men. One exception may prevail. If they are in schools vacations should be made in the seeding and harvesting seasons. Farm workers should be furloughed from training camps during these seasons of heavy farm work, on the condition that they work on the farm. In such ways the workers over draft age would be reinforced by young American blood. We are fighting a resourceful nation, which organizes its industrial army as well as its fighting army. We can only conquer organization with organization.

This food shortage will compel all American citizens to take a deeper interest in the agricultural industry and to see that farming is made more profitable. The fact that I say *more* profitable may seem strange to some people in the East, but it is nevertheless a fact. It is the useless middlemen and speculators who are making money out of farming.



WELDING THE LINKS TOGETHER

A cartoon by Congressman Baer, drawn for the *Nonpartisan Leader* (St. Paul)

(Less than two years ago the country began to hear of a Nonpartisan League, formed by the farmers of North Dakota. They nominated and elected a candidate for Governor, and in the following year they sent a member to Washington, as Congressman-at-large—Mr. J. M. Baer. Now the League is organized in the twelve States designated in Congressman Baer's cartoon)

## VIRGINIA'S FARM PROBLEM

THE great difficulty that confronts Virginia as the most typical farm state of the Atlantic seaboard is that of agricultural labor. It was not only the draft that affected the labor situation. Immense war industries had developed like that of the powder plant below Richmond at Hopewell. Then there came the special demand for common labor in many industries at and near Norfolk, Newport News, Richmond and Washington. The building of the cantonments at Camp Lee and Camp Meade also drew away thousands of men. Others went off to the woods to cut pulp. This was the situation that existed when the draft came along and left a good many farms with no available labor at all.

No one understands the farm situation better than Colonel E. B. White of Loudoun County, who is also the Federal Food Administrator at Richmond. He is best known over the country as a horseman and president of the Percheron Association of America. In his own State he is distin-

guished as a man of public spirit, a banker, and a practical farmer. He is working to the utmost with the Agriculture Department and the Food Administration. But he does not hesitate to tell us about the difficulties that the farmers of Virginia and other Eastern States are now facing. We are permitted to quote the following from a personal letter written to the editor of this magazine by Colonel White, bearing upon the prospects for the coming farm season:

"Regarding the conditions in Virginia, I will say that I do not see how it is possible to expect as large an acreage to be planted in Virginia next spring. This is entirely due to the inability of the farmers to obtain sufficient labor to care for and gather the crops. One man can prepare the land and plant a much larger acreage than he can cultivate and save later on.

"Farmers last spring planted a maximum number of acres and later found they could not save the crops. There is a lot of corn

in the fields of Loudoun County now unshucked, but being fast shucked by the crows. I have taken a great deal of pride in my farm, and in the fact that I generally had my work 'up,' but I must admit that I am in the afternoon class this year, as I have about 150 barrels of corn still in the field. It has simply been impossible to get hands at any price in sufficient numbers to save the crops. I paid last fall 35 cents per shock and board, for cutting corn, and the same for shucking. At this price a good man could make as high as \$6 per day. It, however, was not entirely a matter of price. More money would have been paid if the labor could have been had.

"Adjoining my farm are 100 acres of corn still uncut. The farmers all over my county, and from best information I can

get, all over the State, because of their experience in regard to saving crops, as above outlined, have decided to plant smaller acreage as they deem it useless and wasteful to plant what they cannot save.

"Unless farmers can obtain more labor it looks to me as though we were going to have a tremendous fight in order to maintain present production, and a great drive must be made for conservation.

"According to reports about 5 per cent. has been seeded to wheat in 1917 more than in 1916, but a very large percentage of this was sown very late, and some of it, I might say a good deal, did not come up, and therefore it is doubtful whether a satisfactory crop (there is some doubt whether any of it) will be harvested from this very late seeding."

## SHALL WE HAVE ANOTHER LARGE POTATO CROP?

BY LOU D. SWEET

(Chief of Potato Section, U. S. Food Administration)

[Mr. Sweet, of Colorado, became associated with the Food Administration at Washington, last summer, as the country's foremost authority on potato culture. He wrote for us in the *Review* for September, 1917, on "Rediscovering the Potato," and as a sequel to that interesting article we are now publishing this up-to-date statement of the potato-crop prospect for 1918.—THE EDITOR.]

OF all the commodities which war has compelled us to study and systematize, none is more interesting than the potato. Steel and wool, wheat and high explosives, may attract more popular attention, but down underneath practically every problem of war we find the homely "spud" as an underlying factor, and have to deal with it.

How can our industrial workers produce implements of war if they are insufficiently fed, or suffer from the pressure of uncontrolled food prices? The potato is a key commodity in the food situation—it furnishes bulk and nourishment for price as no other food staple can do.

How are we to save wheat and meat for our fighters and our Allies? The potato is the answer—one of the best possible economizers of wheat and meat.

We entered the war unprepared in a military way, and have spent a year equipping ourselves with mechanical appliances to meet Germany's elaborate armament, and by the

same token we find Germany prepared in the matter of potatoes, and have been forced to take off our coats and endeavor to approximate her yields per acre, her consumption per capita, her sturdy potato varieties, and her far-sighted use of this vegetable as a genuine factor in the war.

It is said that the potato is one more American thing like the submarine, the airplane, and the machine gun, which Germany seized upon and developed for war purposes. The Germans themselves found time in the midst of war to strike a medal to Francis Drake with this self-explanatory inscription:

Francis Drake was the name of the gallant man who three centuries ago sailed from England to America in command of a ship, and who when he returned from his distant travels brought with him the good things that we call potatoes. This useful vegetable we owe to the very same state that is today—1916—endeavoring to starve us out. Such is the irony of world history and world politics.

In the U. S. Department of Agriculture,



B. P. I. Bulletin No. 47, is the following:

The potato stands next to the cereals as the most important food of northern nations. In Germany this is particularly true, for the per capita consumption of potatoes in Germany stands in inverse ratio to the wealth and social status of the people. The well-to-do people there use 3.6 bushels each per annum, the peasantry 8.8 bushels, and the laborers in western Germany 12.3 bushels, while in the eastern provinces the per capita consumption of the poorer laborers is 17 bushels each per year.

War-torn France, in 1917, actually raised more potatoes than ourselves—about 500,000,000 bushels, against our 442,500,000 bushels, which was our record crop. Our crop in 1916 was only 285,000,000 bushels, less waste and decay and seed used for 1917's crop (about 85,000,000 bushels), leaving only two bushels per capita for consumption.

That shortage in 1916, due partly to weather and partly to a large crop the year before, brought on the memorable potato famine of last winter, with its high prices. Our average crop for the years 1911 to 1916, inclusive, was 350,000,000 bushels, of which from 65,000,000 to 70,000,000 bushels were early potatoes grown in the South, very welcome as new vegetables, but relatively low in food value.

The potato was one of the first things we mobilized for war, even before war was declared, or the Food Administration created. Our Department of Agriculture turned all its organization to the work of stimulating the production of a record crop in 1917. Farmers increased their acreage despite the high cost of seed and scarcity of fertilizer and labor, and countless city dwellers planted gardens in which potatoes were the principal, and often the only, crop.

When the potatoes had been planted, and Herbert Hoover began to gather around him the nucleus of what became the Food Administration by law, in August, 1917, the potato continued to be a dominant war factor. There was an enormous crop growing—estimated at 467,289,000 bushels. What was to be done with it? How should it be stored and financed? What control measures could be taken to assure growers a fair price and put the tubers on the consumer's table economically? Storage facilities were inadequate, railroads were congested with traffic, and the distributing trade had long suffered from wasteful methods of buying, grading and handling the crop.

Worst of all, there was the swing of the potato pendulum to be feared.

Going back over the records of our potato crops for as many years as you please, you will find that a large crop is almost invariably followed by a small crop, and that by a large crop again. This means that our potato-growing industry is unstable—speculative—governed by false standards of year-to-year prices and profits, which penalize the producer, enforce irregular profit-taking upon the distributor, and prevent the consumer from getting this staple food at just prices. After a year of potato scarcity, like that of 1916-17, high prices stimulate a large increase in acreage. Thousands of farmers plant potatoes, fascinated by the money that they were bringing during the planting season. It is not, however, overproduction of what the country might consume if the industry were stabilized, and the use of potatoes systematically increased, with corresponding improvements in the distributing organization.

Because our per capita consumption is low and our distribution disorderly, such increase of the crop invariably leads growers to cut down their acreage the following spring, and there is another period of shortage and unreasonable prices.

With the large crop in sight last fall, the swing of the pendulum became a serious danger. If growers could not make a reasonable profit upon potatoes, there would be a shrinkage in production.

The right way to raise potatoes, the method followed by every farmer who makes money upon them, is to plant about the same acreage every year, regardless of spring prices, get costs on an efficient basis by skill and good soil and machinery, and count upon the certain profit that governs the five-year average. If there were not this certain profit in the five-year average, taking the losses with the gains, it is self-evident that potatoes could not be raised at all.

But our bumper 1917 crop was not grown by such far-sighted farmers. Its excess of 92,500,000 bushels above the average crop for the period of 1911-16 was grown chiefly by volunteers and speculative farmers, people moved partly by patriotism and partly by the prospect of profit. To add to the complications, the crop was cut down partly by plant disease, due to weak seed, and partly by early frosts which injured potatoes in many sections before they could be dug. The harvest season brought a heavy movement of damaged potatoes to market, and market gluts lowered prices, and brought loss to

grower and distributor. In other words, every indication pointed to the swing back of the pendulum in 1918, with a decrease in acreage during a period when the needs of war demanded that there be an increase.

Now what is the Food Administration doing to straighten out this situation?

A number of things. To begin with it has gone to the very bottom of our potato problem, seeking better methods of growing and distributing, which will encourage greater consumption and stabilize the industry. These measures have been undertaken in the emergency of war. But they are not of a temporary nature. The betterments sought are permanent economic changes all along the line, from the seed potato that the grower drops into the hill, to the cooked potato as it reaches the consumer's table.

Our potato crop is grown from weak mongrel seed. The benefits of seed selection are enjoyed by hardly one per cent. of the farmers who raise potatoes. It is possible for even an amateur to go through a potato field, select plants that show marked vigor, and save potatoes from these plants that are shapely and uniform in size. When these are planted by themselves, and another selection made, and then another, it is possible to segregate a strain of potatoes true to type, healthy, disease-resistant, and so uniform in size that any farmer planting that strain and maintaining its qualities by the same process of seed selection may do what most farmers believe is impossible—"grow potatoes in a mold."

Our potato crop is not only grown from weak seed, but is of poor eating quality. Certain varieties of potatoes are better to eat than other varieties, just as certain apples are better than others. Moreover, it is possible to grow varieties for boiling, others for baking, and still others for salads.

"Good eating potatoes" would not only be a surprise to ninety-nine Americans in one hundred, but would quickly increase our per capita consumption of this staple. We have found the good eating apples, but neglect the good eating potatoes. Uniform and shapely potatoes are much more economical than the general run of misshapen tubers now found in our markets, because they can be peeled thinly with the minimum percentage of waste, and the best food elements of the potato, which lie close to the skin, can be utilized.

It was found that these fundamental differences in growing had to be reckoned with,

and an almost utter lack of standards in grading potatoes for market because the farmer has been content to raise potato mongrels, and the potato buyer has purchased all shapes and sizes, including cut and damaged tubers and marbles which should have been kept on the farm for stock feeding, and the retail grocer has bought everything available, on the principle that "potatoes is potatoes." The consumer has been getting a large proportion of trash in the potato basket. Little wonder that he eats only the equivalent of one normal potato daily, and little use of asking him to eat more until we can make it worth his while in better quality and value.

Again, our markets have struggled with the handicap of the inaccurate peck and bushel measure in selling potatoes. A measured peck or bushel will be either several pounds underweight, which is unjust to the purchaser, or slightly overweight, a loss to the seller. The right way to sell potatoes is by the pound and the hundredweight, and this has also been made compulsory under a Food Administration ruling.

Many of the potato-growers lost money on the crop last fall, and if this isolated fact leads them to reduce the 1918 acreage the potato pendulum may swing back.

But they should view the situation as a whole. Where money was lost on the 1917 crop it was due to frost damage, lack of grading, lack of storage facilities, and the old evils of the potato industry which the Food Administration is working to correct. In addition to the prospect that 1918 profits will be better, and also that they should be governed by the five-year average instead of the year-to-year fluctuation, growers have the assurance of permanent betterments in their industry—standard grading rules; the pound basis of selling, instead of the bushel measure; increased storage facilities throughout the country, backed by arrangements for borrowing money on potato storage receipts through the Federal Reserve Banks; co-operative methods of buying and shipping which eliminate waste and lost motion; and systematic efforts to stabilize the retailing of potatoes and increase consumption.

To back the Food Administration up in this work, and also take advantage of the better conditions that are coming in their industry, growers should plant more potatoes of healthier strains and better eating quality. That will help win the war, and later help win wider and steadier markets.

# STETTINIUS, MASTER BUYER

BY DONALD WILHELM



MR. EDWARD R. STETTINIUS, SURVEYOR-GENERAL OF PURCHASES  
IN THE WAR DEPARTMENT

THE ablest spender in the history of the world is a quiet, unobtrusive man whom one finds these days destined to do again one of the big tasks of the war, in the War Department in Washington. His hair is gray—almost white—thin and refractory in front, like that of almost all hard mental workers addicted to eighteen hours of work every day. He has a low voice, a shrewd, appraising eye; spectacles. His name is Edward R. Stettinius. His home office address is 23 Wall Street, New York. He is now Surveyor General of Purchases, in the War Department, an office created for him by Secretary Baker after

he had spent (most admirably!) for the Morgan firm, in less than two and a half years, more than three billions of dollars—something more, most of the time, than ten million dollars a day more, probably, than any prince or potentate or prodigal ever spent in all the history of the world, in the same period.

What any other man would have spent; how he would have spent it, had he been called to perform the tremendous task, the unheard of task, given him by the Morgan firm and the Allies to perform, is not in point here. The point here is that Edward R. Stettinius, by displaying the rarest powers in the world as an organizer, financier, chooser of and believer in American business men, did more than other man, in the days before the war came to Uncle Sam, to tighten up the girth and bolt at least a little armor on that august individual, and to prevent the United States from being caught in that state of abject helplessness that Germany wanted.

When he consents to speak, thus, about the problems and achievements of the War De-

partment, his judgment is to be taken authoritatively—as of far more worth, perhaps, than that of any other American, on Capital Hill or elsewhere.

"I don't know a more important thing to do now," he told me, in his office in the Department, "than to see to it that the activities of the existing instrumentalities being employed here are not disturbed."

He went on, very quietly, very modestly, to state that it were better, anyway, as a general thing, to mould the existing instrumentalities into something better than to go into the Department with a dust pan and to sweep everything out. It isn't his idea,

in other words, that the existing machinery should be scrapped because it creaks here and there. His idea is, rather, that activities be co-ordinated in such wise that "they will not conflict with one another." And, as he explained, "to see to it that all purchases are made with direct reference to a carefully considered military program."

Very briefly, in other words, the plan eventually to be formulated, and probably not far from announcement as this is written, will take as its major premise what admittedly is true, that the War Department program comprehends so vast a part of our entire war program—probably nine-tenths of it, the appropriations indicating that the ratio to the Navy is at least 7 to 1—that *all* purchases and problems of production and of priority are likely to be directed by one central agency, in the War Department. For it may be stated that the Navy is ready to co-operate in every way, that the War Industries Board has missed its opportunity, and that nothing remains but a direct and definite effort to co-ordinate and supervise all the purchasing and distributing agencies.

These agencies, before the war were: in the Navy, seven bureaus some with many independent depots; in the Army, five, besides the Shipping Board and the Allies Purchasing Agency. It was possible, then, for eleven of these *bureaus* to be in the market for such a commodity as steel. It was possible for as many as a hundred governmental *agencies* to be competing for that steel—to the exasperation of all. Obviously, the only thing to do is to co-ordinate these agencies in every way, along with purchase, production and priority. And that, it may be predicted, is likely to be Mr. Stettinius' eventual function, with the force of the General Staff squarely behind him. Hence, probably, his remark: "My attitude is toward strengthening and assisting in every way in our power in developing the existing organizations and individual units. Certainly, the statement may be made unequivocally, that this is no time to tear down."

He went on, with the quiet insistence that is characteristic of the man: "There has been too much constructive work to be

overlooked, with value that will become more apparent as time goes on."

Certainly this assertion ought to bear weight, coming from perhaps the most authoritative buyer, and one of the most able business organizers, in the world—a man who had to pick his way, beginning in January, 1915, through all sorts of harassments, all sorts of men, and build up astounding production for highly technical products that had never been made in America at all, except in one or two Government arsenals and in a very few co-operating plants. "In organizing for the production of materials," he said then, to a magazine reporter, "we proceeded on the theory, which we had no occasion subsequently to abandon, that 97½ per cent of the efficiency of the plants lies in the men and only 2½ per cent in the bricks, mortar and machinery that made up the plant. We did not begin by studying the suitability of the plants but the suitability of the men in charge"—an assertion that affords further reason for trusting the judgment of this man and begets faith in the accomplishment of our war plans. For he added:

"There have been enormous burdens imposed on the men in charge here, and they have done wonderful things. People generally do not appreciate these burdens and the tasks in hand. Even with only a few weeks in the Department I can see that. Many of these men have been working almost twenty-four hours a day, and they have got results!"

This hydraulic force, like that of many other able American business men, is likely soon to demonstrate its power again. It is enough to say that out of recognition for his achievements for the Allies, the Morgans made him a member of the firm, at the end of one year's work.

He has the habit of work—has had it ever since he was a student in the University of St. Louis, from which he went, a graduate, to conquer the Chicago grain pit, only to change his mind and become treasurer of a manufacturing concern that about 1893—that hard year—had no treasure! He became salesman extraordinary then, got the business, enlarged his company, became its head, eventually was called to the presidency of the Diamond Match Company.



VIEW OF ST. PAUL FROM THE SOUTH BANK OF THE MISSISSIPPI. THE STATE CAPITOL CAN BE SEEN AT THE LEFT

# MOBILIZING A WESTERN CITY

HOW ST. PAUL HAS ORGANIZED FOR PUBLIC SERVICE IN WAR TIME

BY MARY F. SEVERANCE

**T**HERE is a common saying in the East that the West does not know that there is a war. The fact is, that nowhere is patriotism more aflame or loyalty more rampant than in Minnesota. It has always been one of the most intensely American States of the Union. It was settled by New Englanders, and their ideals and traditions have persisted through successive waves of immigration. The first soldier to enlist in the Civil War was from St. Paul. The first regiment to be offered to Lincoln was from Minnesota. The State has made instant response to every national and international appeal.

In the present war, Minnesota was one of the first States to have a Public Safety Commission, authorized by legislature, with branches in every county and town. This commission has dealt summarily with saloons and vice of various kinds, and with all forms of disloyalty. Minnesota has an "America First" organization, with committees in each town, holding frequent meetings and flooding the State with patriotic propaganda. The Women's Council for Defense also has a county and town organization, carrying on all kinds of war work and such activities as shall hold together the social forces through the demoralization of war.

Thanks to its Winter Carnival, St. Paul has the procession habit. There is no inertia to overcome, all forces are centripetal. Beat a drum on a street corner, and the city automatically falls in step and marches enthusi-

astically for any worthy undertaking. Three times a week, while recruiting lasted, the town marched to the station with departing soldiers, having first given each a dinner and a comfort-kit. The Loyalty Convention of last fall brought in 100,000 people from the State, 40,000 of whom marched in a procession.

The St. Paul Safety Committee has enlisted nearly every man for some kind of war activity. Many have given up business entirely, to work at home, in Washington, or abroad. Those at home are training in the Guard, carrying on the constant campaigns, or speaking with the Four Minute Men. The Young Men's Christian Association raised its quota for the war fund, and is now helping with training camp activities. St. Paul raised \$12,000,000 for Liberty Loans and \$480,000 for the Red Cross.

With less than 300,000 inhabitants, St. Paul pledged 50,000 as members of the Red Cross—twice as many, in proportion, as New York City. The St. Paul Red Cross has 160 auxiliaries with 10,000 women workers, who give from six hours a week to eight hours a day. They produced in January 500,000 surgical dressings and 10,000 garments. They have made, filled, and given away 12,000 comfort kits and 3000 Christmas boxes. They have made 8000 knitted garments. Approximately 10,000 men have been fed at station canteens.

At Fort Snelling, just outside the city,





ONE OF THE ECONOMY BULLETINS OF THE WOMEN'S WAR WORK ORGANIZATION

comforts for the hospital, French lessons, and entertainments for the soldiers have been given constantly; and as many of the men as could be reached were entertained in private houses. The Navy League has sent hundreds of garments and comfort-kits, while the Daughters of the American Revolution have outfitted the cruiser *Fanning*.

The Young Women's Christian Association raised its quota for war work, and with the National League for Women's Service, has trained hundreds of young women in telegraphy, wireless, motor driving, and repairs. As a result, there is an efficient Motor Service Corps for all war work. St. Paul has raised over \$50,000 for French orphans, and through the American Fund for French Wounded a steady stream of dressings, garments, and money has flowed to France since the beginning of the war.

The women's organization, the Council of Defense and Conservation, has a chairman in every ward, precinct, and block—

3000 in all—enlisted for the war. This organization is militarized, and any woman leaving town asks leave of absence from her superior, registering her address and her substitute. It is financed by the St. Paul Business Men's Association.

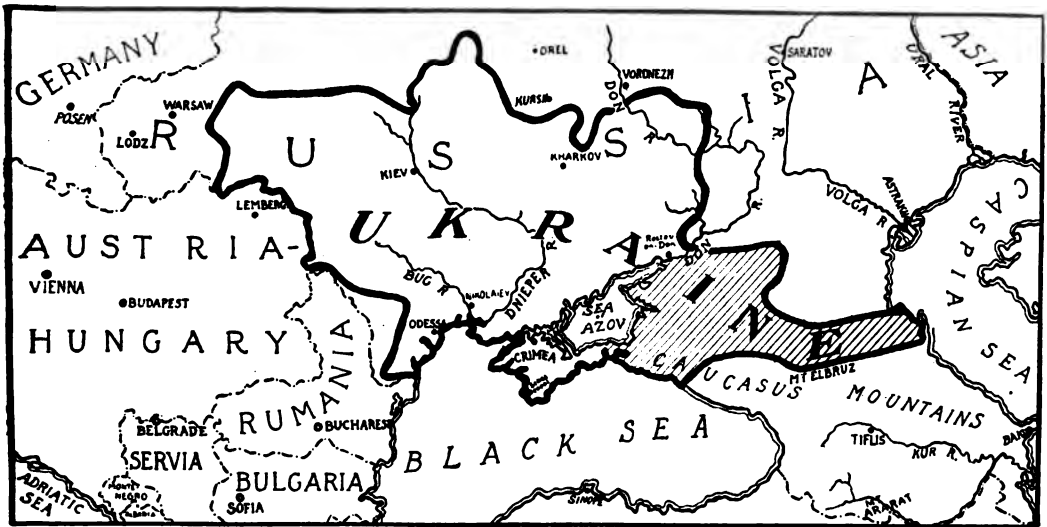
Domestic supervisors, furnished by Washington, hold lecture courses and demonstrations of cooking and conservation, in all sections of the city and before the 642 women's organizations. Public-school

teachers and supervisors cooperate with these demonstrators, and a visiting housekeeper through five centers teaches the non-English-speaking foreigners. Public schools were kept open last summer for these demonstrations, and as a result over a million cans of fruit and vegetables were conserved. Courses are being given to cooks from private families, hotels, and army camps. As one result of the propaganda, the city garbage has been reduced 25 per cent. Store deliveries have been cut in two. A Speakers' Bureau is carrying on a campaign of education on the subjects of conservation, Red Cross work, Liberty Loans, and patriotism. A movement has been started to finance the city's war activities and a part of the Red Cross work by the sale of junk.

St. Paul, in a word, has given the flower of its youth, has renounced entertainments and luxuries, laid aside fictitious superiorities, and has become a mobilized city in its effort to help win the war.



BOOSTING LIBERTY LOANS ON THE LAWN OF THE UNIVERSITY CLUB, ST. PAUL



APPROXIMATE BOUNDARIES OF THE NEW REPUBLIC OF THE UKRAINE

(The shaded area within the black line represents territory occupied predominantly by Ukrainians, but not embraced in the new government)

## THE UKRAINIAN REPUBLIC

THE States of Ohio, Indiana, Illinois, Michigan, and Wisconsin have a combined area about equal to that of the new Ukrainian Republic. Putting it in another way, Ukrainia, according to a native writer, is as large as the German Empire with the State of Illinois annexed.

### GREAT NATURAL RESOURCES

Mere area in itself signifies little, but the extent of land surface comprised within the limits of the new Republic of Ukrainia contains the most fertile portions of the old Russian Empire. It is known as the "Black Earth Belt," and has been not only the granary of Russia but the greatest granary of Eastern Europe. In 1914 one-third of Russia's total farm products came from this "Black Earth Belt," which is really Russia's wheat belt. Ukraina produces 80 per cent. of Russia's crude sugar and 59 per cent. of her refined sugar. The tobacco production of the region is relatively as large as that of sugar. The Ukraine supplies about 50 per cent. of the Russian live-stock output.

Not only is the Ukraine a great source of agricultural wealth, but in mineral resources it has been to Russia what the northern provinces of France, now overrun by the Germans, have been to that Republic. Of coal, it has produced 70 per cent. of the total Russian product, an equivalent proportion of pig iron, and of steel nearly as much. Manganese, mercury, petroleum,

peat, phosphorite, and kaolin are other important mineral products of the Ukraine.

### THE PEOPLE AND THEIR LANGUAGE

So much for the material resources of this newcomer among the nations. What of the Ukrainian people? They have been called Little Russians. In Galicia they are known as Ruthenians, but they themselves prefer everywhere to be called Ukrainians. There are 33,000,000 of them, and the writer to whom we have already referred states in the *Open Court* (Chicago) for January that they regard themselves as distinct in language and race from the so-called Great Russians, known by them as Muscovites. The Ukrainians refuse to regard their language as a mere Russian dialect. They say that it is as distinct from the language of Petrograd as Portuguese is from Spanish, and they point to Portugal's long history as an independent nation. Furthermore, the Ukrainian tongue, they say, is as remote from Polish as Spanish or Portuguese are from French.

As to the homogeneity of the Ukrainian Republic, it is estimated that in all the territory within its limits the Ukrainians form on an average 72 per cent. of the population, while over large areas along the Dnieper the percentage is 98. Even in portions of Eastern Galicia the Ukrainians form 66 per cent. of the population. The writer in the *Open Court* asserts that the new Ukrainian state,

as a whole, is "possibly more uniformly Ukrainian than any State of the American Union is uniformly Anglo-American."

Ukraine means "borderland." It is said that the name was originally applied to that part of the "Steppes" along the southern Polish frontier to which the Little Russian peasants fled from the tyranny of Russian or Polish nobles. They were in constant conflict with hostile bands of Tatars and in time formed roving bands of Cossacks, the famous Russian cavalry.

#### STRIVINGS FOR INDEPENDENCE

It was always the policy of the Czars to suppress all political agitation among the Ukrainians with an iron hand. Everything was done to stifle nationalist aspirations. An edict of Peter the Great in 1720 prohibited the use of the Ukrainian tongue in print. The Ukrainian, however, has always been individualistic and democratic, while the Great Russian, or Muscovite, is notably communistic. The activities of a secret organization with its center at Kiev caused alarm to the Czar's government in the nineteenth century and brought about the banishment of its most prominent members to Siberia.

The new century saw a separatist movement of great proportions which culminated in the peasant uprising in 1902, followed by the election of fifty-two Ukraine Nationalists to the first Russian Duma. Two hundred members of the Ukraine revolutionary organization were prosecuted by the government in 1907. The work of various revolutionary, social, and political organizations, together with the "Bond for the Liberation of Ukraina," operating across the border in Galicia, finally led to the creation of a "Republic of Ukraina."

#### RELATIONS WITH THE BOLSHEVIKI

The Social Democrats have been a powerful element in the Ukraine and until recently have been in close sympathy with the Bolshevik organization in Petrograd. The official organ of the Ukrainian Social Democrats declared in November last:

Hitherto we have agreed with the Bolsheviks in many questions. We and they have demanded, and still demand, immediate peace, the transference of the lands of the big landowners and others to our poverty stricken peasantry. We and they have fought, and still fight, for control over industry, for the maximum taxation of large property and capital. But—we stood for the Ukrainian democratic republic and federation with other countries of Europe; they were en-

tirely indifferent to the national, cultural, and political needs of our people.

It seems that the general desire among the Ukrainian population was to live in peaceful federation with the new Russian Republic, but writers in the press have pointed out that social conditions in the Ukraine differ from those in northern Russia. The peasant-community form of land ownership, the *mir*, was hardly known in the Ukraine. The peasants there were small proprietors—"capitalists," from the Bolshevik point of view. So the Bolsheviks denounced the Ukrainian Rada, or Parliament, as "bourgeois" and civil war broke out at Kiev and Odessa. The Ukrainian Rada, which has been compelled to make peace with the Central Powers, is characterized by a writer in the *New York Evening Post* as a Socialist coalition with a far-reaching program of social reform.

#### CULTURAL DIFFERENCES

One of the claims made for the Ukrainians is that they are an artistic people and have furnished a large share of Russian musicians, artists and poets. Yet it is stated that before the war began more than 50 per cent. of the Ukrainian population were unable to read or write. This is attributed by the people themselves to the fact that instruction was given only in the Russian language, which was not understood. It is true that they obtained permission to print newspapers and books in their own language; but this concession was so hampered by the censor and the public prosecutor that little benefit resulted from it. Nevertheless, twenty newspapers, of which the strongest was the *Rada*, published in Kiev, were printed in the mother tongue, and there was an extensive circulation of Ukrainian books.

The funeral of the composer, Lissenko in 1913 was the occasion of a great political manifestation in Kiev, attended by more than 200,000 people. The Governor of Kiev was removed from office as a punishment for not preventing this demonstration.

The Ukrainian writer in the *Open Court* cites Ripley's "Racial Geography of Europe" as authority for the statement that there are important anthropological differences between Ukrainian and Muscovite. These differences extend to social customs, and along the frontiers the Ukrainians avoid all marriages with Great Russians. The Russian Imperial Government never succeeded in bringing about a fusion of the two peoples.

# LEADING ARTICLES OF THE MONTH

## PRESIDENT WILSON'S REJOINDER TO GERMANY AND AUSTRIA

**T**HE most important deliverance of the month was President Wilson's address to Congress on February 11, in reply to the speeches of Count von Hertling, the German Chancellor, and Count Czernin, the Austrian Foreign Minister, on January 24. These speeches had both been in reply to that of President Wilson himself on January 8.

The President remarks at the outset that it is gratifying to have our desire so promptly realized that all exchanges of view should be made in the hearing of all the world. Count Czernin's reply, he says, is uttered in a very friendly tone. Count von Hertling's statement, on the other hand, is vague and confusing. President Wilson regards its tone as very different from that adopted by Count Czernin and apparently of an opposite purpose. "It confirms, I am sorry to say, rather than removes the unfortunate impression made by what we had already learned of the conferences at Brest-Litovsk."

His discussion and acceptance of our general principles lead him to no practical conclusions. He refuses to apply them to the substantive items which must constitute the body of any final settlement. He is jealous of international action and of international council. He accepts, he says, the principle of public diplomacy, but he appears to insist that it be confined, at any rate in this case, to generalities, and that the several particular questions of territory and sovereignty, the several questions upon whose settlement must depend the acceptance of peace by the twenty-three States now engaged in the war, must be discussed and settled, not in general council, but severally by the nations most immediately concerned by interest or neighborhood.

He agrees that the seas should be free, but looks askance at any limitation to that freedom by international action in the interest of the common order. He would without reserve be glad to see economic barriers removed between nation and nation, for that could in no way impede the ambitions of the military party, with whom he seems constrained to keep on terms. Neither does he raise objection to a limitation of armaments. That matter will be settled of itself, he thinks, by the economic conditions which

must follow the war. But the German colonies, he demands, must be returned without debate. He will discuss with no one but the representatives of Russia what disposition shall be made of the peoples and the lands of the Baltic provinces; with no one but the Government of France the "conditions" under which French territory shall be evacuated; and only with Austria what shall be done with Poland.

In the determination of all questions affecting the Balkan States he defers, as I understand him, to Austria and Turkey; and with regard to the agreements to be entered into concerning the non-Turkish peoples of the present Ottoman Empire, to the Turkish authorities themselves. After a settlement all around, effected in this fashion, by individual barter and concession, he would have no objection, if I correctly interpret his statement, to a league of nations which would undertake to hold the new balance of power steady against external disturbance.

It must be evident to every one who understands what this war has wrought in the opinion and temper of the world that no general peace, no peace worth the infinite sacrifices of these years of tragical suffering, can possibly be arrived at in any such fashion. The method the German Chancellor proposes is the method of the Congress of Vienna. We cannot and will not return to that.

What is at stake now is the peace of the world. What we are striving for is a new international order based upon broad and universal principles of right and justice—no mere peace of shreds and patches. Is it possible that Count von Hertling does not see that, does not grasp it, is, in fact, living in his thought in a world dead and gone? Has he utterly forgotten the Reichstag resolutions of the 19th of July, or does he deliberately ignore them? They spoke of the conditions of a general peace, not of national aggrandizement or of arrangements between state and state.

The peace of the world depends upon the just settlement of each of the several problems to which I adverted in my recent address to the Congress. I, of course, do not mean that the peace of the world depends upon the acceptance of any particular set of suggestions as to the way in which those problems are to be dealt with. I mean only that those problems each and all affect the whole world; that unless they are dealt with in a spirit of unselfish and unbiased justice, with a view to the wishes, the natural connections, the racial aspirations, the security and peace of mind of the peoples involved, no permanent peace will have been attained.

They cannot be discussed separately or in cor-

ners. None of them constitutes a private or separate interest from which the opinion of the world may be shut out. Whatever affects the peace affects mankind, and nothing settled by military force, if settled wrong, is settled at all. It will presently have to be reopened.

The President reiterates that the United States has no desire to interfere in European affairs and "would disdain to take advantage of any internal weakness or disorder to impose her own will upon another people."

The test of whether it is possible for the belligerents to go on comparing views, the President said, is simple and obvious and the principles to be applied, he said, are as follows:

First—That each part of the final settlement must be based upon the essential justice of that particular case and upon such adjustments as are most likely to bring a peace that will be permanent.

Second—That peoples and provinces are not to be bartered about from sovereignty to sovereignty as if they were mere chattels and pawns in a game, even the great game, now forever

discredited, of the balance of power; but that, Third—Every territorial settlement involved in this war must be made in the interest and for the benefit of the populations concerned, and not as a part of any mere adjustment or compromise of claims among rival states; and,

Fourth—That all well-defined national aspirations shall be accorded the utmost satisfaction that can be accorded them without introducing new or perpetuating old elements of discord and antagonism that would be likely in time to break the peace of Europe, and consequently of the world.

These general principles, the President said, have been accepted by everyone except the spokesmen of the military and annexationist party in Germany. "The tragical circumstance is that this one party in Germany is apparently willing and able to send millions of men to their death to prevent what all the world now sees to be just." In conclusion, the President warns the Central Powers that the "whole strength of the United States will be put into this war of emancipation."

## THE NEW ZIONISM

THE Jewish national ideal is nearly twenty centuries old, but the Jewish national movement is now but twenty years old, says Mr. Israel Cahen in the course of an interesting article in the January *Fortnightly* on the development of political Zionism. The long span of centuries that had to be bridged before the ideal reached the stage of the real is accounted for by the state of subjection in which the Jews, for the most part, existed until very far into the nineteenth century.

Not until Western Jewry had already secured political emancipation did it possess sufficient self-confidence and energy to proceed to the great task of its national regeneration in the land of its fathers, and not until the advent, in 1896, of Dr. Theodor Herzl was the Jewish national sentiment propounded as an idea whose expression should not limit itself to the creation of scattered colonies in the Holy Land, but which should expand into an organized endeavor of the Jewish people to work for the upbuilding of a commonwealth in Palestine, in which all sections of Jewry might once again live their national life.

It was Dr. Herzl's pamphlet, "The Jewish State," which roused the slumbering consciousness of world-wide Jewry to the neces-

sity of working out its own salvation. Its publication in the spring of 1896 caused a tremendous ferment throughout the communities both of Eastern and Western Jewry, and Dr. Herzl at once became the leader of the Zionist movement. He died in 1904, before his dreams could be realized, but the work of the Zionist Organization went on.

The recent publication of the declaration of the British Government, that they view with favor the establishment in Palestine of a National Home for the Jewish people and will use their best endeavors to facilitate the achievement of this object, was naturally preceded by considerable *pourparlers*, the history of which cannot as yet be told. It can, however, be placed on record that it was largely owing to the zealous efforts of the president of the English Zionist Federation, Dr. Charles Weizmann, who holds a high post in the Ministry of Munitions, ably seconded by M. Sokolow, that this momentous declaration has been issued.

That the British Government should have resolved upon such a step is but natural, not only as a consistent sequel to their previous friendly offers to the Zionist Organization, but also as an inevitable corollary to their reiterated policy of the liberation of small nations. It is as yet too soon to discuss the precise form and status of the projected Jewish National Home in Palestine. But it can already be said that the achievement of this project, which will convert the twenty-century-old dream of an exiled people into a living reality, will add a jewel of immortal lustre to the crown of the British Empire.



# RUSSIAN TREASON TO THE ALLIES

THE kaleidoscopic changes in Russia keep the world in tense suspense as to the fate of that vast realm. An article of most timely and absorbing interest appears in a recent issue of *La Revue* (Paris) from the pen of Jean Finot, its editor-in-chief; in it he reviews with bold frankness the far too complacent attitude of France towards autocratic Russia, denounces the treachery of the Bolshevik leaders, Lenine and Trotzky, and adjures the French to pursue a vigorous propaganda of enlightenment in Russia in order to save it from Teuton domination. We reproduce below some of the significant passages of M. Finot's elaborate article:

Russian anarchy profoundly surprised those insensitive to the admonitions of sound sense and of history. Even a superficial knowledge of the Czarist Empire indicated the inevitableness of anarchy upon the overthrow of autocracy. Excess of liberty turns the heads of those unwonted to drink at its source. The illiterates of Russia—85 to 90 per cent. of its people—kept in a state of slavery and ignorance, were naturally an easy prey to intriguers and to those of dominant will who wished to subjugate them anew. . . .

The Franco-Russian Alliance was doubtless a historical necessity which France had to suffer despite her revulsion at a union so unnatural between a free democracy and an unlimited autocracy. Germany had for centuries been watching its Russian prey. Had France recoiled from that apparently monstrous alliance, necessitated by the Treaty of Frankfort, Russia would long since have been a vast Teuton province. . . . But after contracting this bastard alliance, France knew not how to draw advantages from it for herself, and still less to realize those which it was her mission to procure from the Russian people.

Hypnotized by Russia's problematic military aid to France in case of danger, our successive governments never wanted to hear of the Russian people and their vital interests.

Czarism and its bureaucrats did nothing, moreover, but exploit the alliance in the most revolting fashion. They drained French gold to Petrograd under the flimsiest pretexts. . . . As a matter of fact, French capital invested in Russia runs up to twenty billion francs, to which must be added about fifteen billions sent in the course of the war.

Speaking of the Russo-Japanese War, the writer says:

Numerous proofs have been adduced that it was mainly concocted by Germany, with a view of ruining Russia and rendering her unable to play a part with France in the great drama which the first has so long been preparing. . . .

Nicholas II, who lacked character, was afflicted, besides, by a certain mysticism, causing him to believe in his quasi-divine mission—which did not

prevent him from betraying the alliance to the advantage of Berlin. . . .

The war breaks out. It must be remembered that Russia was cited as the direct cause, and that France flew to her aid; faithful to her treaty, with no certitude whatever as to England's intentions, she ranged herself on Russia's side.

The ill-will and perfidy of the Czar's entourage, his generals, diplomats, ministers, were clearly displayed in great as well as small events. . . . Recall, for example, the question of Constantinople. It required a veritable aberration of mind on the part of Russia to claim its possession, and on the part of the Allies to accord it. It was an infallible means of throwing Turkey into Germany's arms. . . .

Future students of diplomatic archives, the writer observes, will be astounded at the confidence reposed in Russia by the Allies, despite its ceaseless treacheries, so clearly revealed. It is due to treachery that Hindenburg first covered himself with glory at Tannenberg. Three months later, Mackensen was saved by the treason of General Rennenkampf.

Of the Bolsheviks, M. Finot says:

Agents of Germany, they are carrying out faithfully the complex plan which they promised to execute for her advantage. First, Russia must be detached from her Allies, who alone can save her from the disasters heaped up by Czarism and the Revolution. Next, they must help to dismember the realm, in order to eradicate forever the danger to Germany of the vicinity of a strong, well-organized nation which might take exception to her boundless and ceaseless ambitions.

The anarchists who have seized possession of power in Russia are devoid of patriotism.

They have aroused separatist sentiments, disorganized all authority, including the army, emptied the prisons, and sowed terror, disorder, and crimes. . . .

Let us not cherish illusions: Behind Lenine and Trotzky, it is Germany that reigns supreme in the ancient Empire of the Czars. . . . It is she who has incited certain separatist tendencies. Thus the Ukrainian Republic is a purely Berlin conception.

Internal disorder is assuming proportions such that Maximalist Russia resembles the countries which suffered German invasion at the outbreak of the war.

The crimes committed under cover of the most shameless doctrines are simply frightful. . . .

And, above all, the pogroms are beginning anew, as in the fine days of Czarism. The anarchists in power, angered at the violent opposition of the Jews in Russia, have sworn revenge.

We appeal once more to the Allied governments to aid in awakening the Russian conscience. . . .

Time presses. Millions of pamphlets, in *Russian*, ought, without delay, be scattered through Russia, enlightening the people as to all the sacrifices made by the Allies for the benefit of that land, and aiming to establish a moral and material balance with her real friends.



TEACHING CHILDREN THE HISTORY OF THE WAR IN A VILLAGE JUST BEHIND THE ACTUAL BATTLE FRONT  
(The walls of the school building are damaged daily by shells)

## KEEPING SCHOOL UNDER FIRE

**A** FRENCH inspector of schools, M. Octave Forsant, contributes to the February *Atlantic* a vivid account of the experiences of the French teachers who reopened and maintained certain schools at Rheims in 1915, while the city, as he says, "was almost daily castigated by shells."

As to the reasons that led to this unusual experiment the inspector says simply:

I reopened certain schools at Rheims because, the city not having been evacuated, there were still many children there. I considered that, so long as there were pupils, even if no more than a hundred, there ought to be schools, not only to enable them to continue their studies, but to protect them against the dangers of the street. This was the twofold result sought, and attained: not only did the bombardments find not a single victim, either among the staff or among the children entrusted to our care, while so many other children were killed in the streets; but also, amazing as it may appear, the teaching yielded abundant fruit.

Almost all of these schools were closed and re-opened several times under the German bombardments, especially during 1915. For those schools which were within 1,500 metres of the enemy lines the sessions were held in cellars, while the others, which were 3,000 or 4,000 metres away, were carried on in the regular school buildings.

The underground classes were installed in champagne cellars, that is to say, in immense passages dug in the chalk, whose ramifications were sometimes several kilometres in length. These offered almost absolute security, while indispensable hygienic conditions were complied with: the required number of cubic feet of air-space; sufficient ventilation by means of holes bored at regular intervals in the ceiling and communicating with the outer air; temperature always uniform and high enough ( $55^{\circ}$  to  $57^{\circ}$ ). The furniture and teaching paraphernalia were in all cases supplied by the nearest public school; powerful kerosene lamps—for electricity, and even gas, have been lacking in Rheims for three years—attached to the ceiling by the municipal authorities, furnished the necessary light. Manifestly, this was not all that could be desired, but it was enough to enable the children to work in safety. Although, on visiting these places of refuge in broad daylight, one was at first impressed by the dimness of the light, nevertheless the eye soon became used to it, and the effect was that of an evening in a village school.

Extracts from the journals kept by the principals of these schools show that the bombardments in February and March, 1915, were extremely heavy and more than once interrupted the daily sessions of the schools. Some of the teachers were compelled to live in the underground schools day and night.

The spirit of the younger children is revealed in the following passage:

Meanwhile the little children of the kindergarten stared with wide-open, startled eyes, but kept very quiet on their benches, apparently not at all at home. Thus discipline was easily maintained on that first day of school! Everybody worked with zest; and four hours of teaching pass very quickly. Really one would have thought that they were conscious of the part they had to play, of their duty—those little darlings who seemed to defy the German close by, following the example of their fathers who flout him in the trenches. With such children France cannot perish.

The investigations made by Inspector Forsant show that during the thirty months

that the Rheims schools were open, thirty-seven shells fell upon the school buildings and two of them went through the roofs (luckily while the children were absent) into the rooms where the daily sessions were held. More than a thousand projectiles of all calibres fell within a space of less than 100 metres from the schools, killing within this space seventy-six grown persons and eight children who never attended school. Not a single teacher or pupil was even wounded—a remarkable tribute to the school administration.

## ITALY PUT TO THE TEST

THE crushing defeat of the Italians a few months ago sent dismay through the Allied nations and their sympathizers. Fears of further invasion, of succeeding disasters, loomed up as possibilities—or probabilities—of the near future. But the Italians have rallied nobly, the French and English have come to their aid, and the skies look brighter once more. In a late number of the *Mercur de France* (Paris) Louis Piérard details, in the opening article, the causes that led to the unexpected collapse of the Italian army on the Isonzo last October.

During the distressing weeks—he writes—which he spent in Italy following upon the strange and sudden Italian defeat, he often met men of eminence who asked him point-blank: "Do you know how we were betrayed? Publish it, repeat it, throughout France." He was told how Italy was in the clutches of German high finance; how from a central point connections were maintained with the Vatican, the "official" Socialists, even the government and the higher military commands. The exaggeration of such charges the writer attributed to the vivid distress, the keen humiliation felt by the Italian patriots at the news of a reverse which in a few hours annihilated the splendid military efforts of two and a half years.

The writer, after extensive inquiries at the front, in Rome, Milan, Genoa, deemed it well to summarize the causes of the Italian retreat. They were manifold, but entirely of a moral and political nature.

What occurred on the Isonzo will stand out as one of the strangest, most affecting, most painful episodes of the war.

Some maintain that victory will be with the side having the most cannon; others, that

it will fall to the one with superior morale, stronger nerves. The events in Russia and Italy rather justify the latter view. The most powerful enginery, the most formidable natural positions are worthless unless manipulated by an army whose morale is intact. On the Isonzo the infection of a few hundreds of the Second Army, which had for over two years given the best proofs of heroism, sufficed to throw into the enemy's hands positions reputed to be impregnable, to open a breach for von Below's forces, to compel the retreat of the First and Third armies, whose valor had never for an instant been belied in the most trying situations.

All the stock arguments of the German press find an echo in the monitor of Italian official Socialism. The honor of Italian Socialism has been saved by men like Corridoni, Bissolati, Musolini, and the founders of the new party, which, it is to be hoped, will join the Belgian, French, and English Socialists in their efforts to throw off the doctrinal tyranny of Marxism.

But the writer was assured that the influence over the masses of the official Socialists and the persistent neutralists was nothing compared to that of the Vatican and the lower clergy. There are, to be sure, country pastors who have given proof of the sincerest patriotism. But how much more numerous, alas, are the priests inimical to France who went about among the women at home, distilling the poison of doubt and discouragement. In some provinces the soldiers were allowed no furlough for fear of infection by the triple Socialist, clerical, and neutralist propaganda. Imagine the low spirits of soldiers who in so cruel a war may never look forward to the joy of a

leave! Add to this that they were worse fed than the French or English, and poorly paid, and it may be conceived that their morale was, at any rate, not always of the best. Tardily, measures are being taken to improve the soldier's condition. Had they been effected a year ago, they would probably have prevented, or attenuated, the crisis in military morale which culminated in the events of the close of October.

But it is to the simple mentality of the peasant soldiery that must be attributed the chief cause of the defection of a fraction of the Second Army. They had been so impressed by the Pope's note that they firmly believed in a peace before winter. An offensive was carried out at Bainsizza, but, the plateau once taken, many of them thought it was the last effort required of them.

The enemy was perfectly aware of their state of mind; of the double effect of the Socialist and Catholic propaganda, and they nourished that state of mind by throwing into the Italian trenches pamphlets, proclamations, and even spurious copies of Italian newspapers.

And this is what one saw: Italian and Austrian soldiers, having thrown away their weapons, marching arm in arm in the Austrian lines, crying: "Long live peace! Long

live the Pope! Long live the Internationale!" And von Below threw his six divisions into the breach thus made.

The Italian forces had but few roads over which to retreat across the mountains. As a climax of ills, they had a very deluge of rain for two days. However, as they proceeded, the poor fellows learned of what monstrous stratagem, what base ruse of war they had been the victims. And, shocked by the invasion, the morale of the people at home had changed completely. The peasants, mothers and wives, sent the disbanded men at once back to the front. That a different spirit prevails in Italy is noticeable in scenes on the street, the attitude of the crowds and of the politicians.

The writer recounts some of the splendid deeds of heroism of the retreating army—deeds eliciting the admiration even of the enemy. The First and Third armies not only escaped capture, but rescued enormous quantities of war material.

Who can doubt the valor of an army capable of such exploits? After ten battles, all victorious, its reverse on the Isonzo is due purely to moral causes, to a military strike, fomented among some unfortunates by Maximalist folly and the supposed attitude of the Vatican.

## CHINA AND THE WAR

THE entry of China into the war on the side of the Allies is a signal event which is perhaps hardly appreciated at its full worth in the West. She has a standing army of 800,000 strong, and although the difficulties of transport have so far prevented the Chinese Government from entertaining the idea of sending an expeditionary force to Europe, circumstances may conceivably arise in which some at least of these reserves of man-power may be made available; but in the meanwhile, as Mr. S. G. Cheng points out in *The New Europe* for December 20, China is very active in other lines of support:

The enemy ships seized in Chinese ports have been generously placed at the disposal of the Allies; and a strict censorship has been established to stop any further German intrigue. The vast continent produces a large quantity of food-stuff, and the excess of production over home consumption is now constantly shipped to America, and thus releases a corresponding part of American produce for export to Europe. This roundabout way adopted of supplying the Allies is

as ingenious as it is prudent upon the part of China. The transport between Shanghai and San Francisco is shorter than that between Shanghai and any European port, and it avoids the passage through the dangerous Mediterranean.

The help of China to the Allies in man-power is also very great. Both the British and the French governments have employed thousands of Chinese in auxiliary work behind the fighting line, and France employs many of them in the production of munitions. The inaccurate language of newspapers described them all as coolies, but many of them are highly skilled mechanics, who have gained their experience in modern factories in China. I am not allowed to disclose the number of our workmen in France, but I can say that it is almost as great as the American Expeditionary Force.

In China the government has seized the German banks, captured the German concessions, and abolished German extra-territorial rights. German firms have been mostly closed down, and German residents have been carefully restrained. The activity and exertion of the Peking authorities in dealing with Germans have been admirable and remarkable, and this especially so, when we remember the fact that the government is not always stable, and that internal struggle always threatens to break out.



# ADMIRAL FISKE ON OUR USE OF AIR-CRAFT AGAINST THE GERMAN NAVY

**I**N a recent edition of a naval professional journal (*United States Naval Institute Proceedings*, November, 1917) Rear-Admiral Bradley A. Fiske, U. S. N., offered some pertinent observations on the importance of invention in warfare. The following paragraphs embody the spirit and trend of his article:

We, of the United States, are deeply impressed with the great work invention has done in advancing the mechanic arts, during the fifty years gone by. We, of the Navy, keenly appreciate what invention has done in giving us (and our possible enemies) weapons with which to fight. But do we quite appreciate the fact that it has been some new invention which has caused most of the surprising triumphs of war? Such invention may have been in von Moltke's conception of organized preparation for war; may have been in flashes of seeming inspiration like Napoleon's, which enabled him to start his armies along new lines almost instantaneously; may have been in a genius-given insight into the possibilities of some existing but underestimated weapon, like that that of von Tirpitz as to the submarine.

Let us realize that in the present war, as well as in the past, the unexpected act, the doing of something not written in the books, has played an important part. It was the unexpected falling on top of the Belgian forts of large masses of high explosives that made the conquest of Belgium so comparatively easy. It is the unexpected efficiency and aggressiveness of submarines that now threaten the food supply of England. It was the introduction into Troy of the possibly legendary wooden horse, that, according to the best accounts we have, brought about the fall of a city that had long resisted the valor and skill of the besieging forces, when exerted along the lines of orthodox procedure only.

The more daring the invention in conception and execution, the more decisive the results have been. The invasion of Asia by Alexander, of Gaul by Cæsar, and of England by William of Normandy, stand out clearly outlined in our minds. So do the crossing of the Alps by Bonaparte, and of the Delaware by Washington. So does Farragut's forced entry into Mobile Bay; so does the quick return of Nelson from the West Indies, and the resulting Battle of Trafalgar; so does the brilliant dash of Washington from New York to Chesapeake, and the resulting surrender to him of Cornwallis.

An interesting practical application of his philosophy in the present war is suggested by the Admiral in the *Aerial Age* (New York) for December 31. After commenting on the superior decisiveness of naval battles, and on their mercifulness as compared with land battles (the decisive engagements of the Spanish-American war are



REAR-ADMIRAL BRADLEY A. FISKE, U. S. N., RETIRED

cases in point) Admiral Fiske remarks that in every decisive battle of the world's history a strong attack was made against a point that was comparatively weak and yet was vital. Noting that Germany's weakest point in this war is her navy and that it is vital too, the Admiral reasons that we should make a strong attack upon it. The mine fields that protect Germany's naval power at present do not seem to the Admiral an insuperable obstacle. Just as in olden times when the walls of a fort could not be broken through they were climbed over with scaling ladders so the Admiral argues the German mine fields can be flown over with aeroplanes:

Some of these aeroplanes may be sea planes that rise from North Sea waters, manned by Navy men; while others may spring directly from the land, manned by Army men. Coincidentally with these attacks, great divisions of Army warplanes may attack the enemy's bridges, munition depots and railroads behind his trenches in France, and thus prevent him from concentrating all his aerial forces in defense of Kiel and Wilhelmshaven.



Admiral Fiske is convinced that no mere subsidence of submarine activities should blind us to the desirability of sinking or disabling the German fleet.

Germany's entire fleet is concentrated in the region of Kiel and Wilhelmshaven. All her naval eggs are in one basket, and those eggs

are vitally essential to her existence as a nation. It is my profound conviction that we can smash these eggs by torpedoed plane and air bomb attacks if we prepare and deliver them on a scale sufficiently great.

If we do this we shall win the latest decisive battle of the world and take the final necessary step to victory with the minimum expenditure of money and time and human life.

## MALARIA-CONTROL BY ENGINEERS

**A**N HISTORIC object-lesson in malaria-control was afforded by the work of Gorgas and his subordinates, which made the Panama Canal possible. It is truly remarkable that in so few cases have equally effective measures been carried out in the many extensive regions of the United States where malaria is a serious economic problem. Humane considerations apart, this disease is said to cost the country no less than \$100,000,000 a year—and the loss is at least 80 per cent. preventable. The situation as it affects the country at large is well set forth in Mr. Frederick L. Hoffman's pamphlet, "A Plea and Plan for the Eradication of Malaria Throughout the Western Hemisphere," recently published to further the aims of the National Committee on Malaria.

The sanitary engineer has a fruitful field before him in the work of malaria eradication. A shining example of such activities is described in the *Engineering News-Record* by Mr. Charles Saville, director of sanitation for the city of Dallas, and Mr. H. W. Van Hovenberg, sanitary engineer of the St. Louis Southwestern Railway.

It is now known that malaria is spread from an infected person to a person in good health by the bite of the female of a particular variety of mosquito, the anopheles, who lays her eggs on clean, quiet water surfaces, preferably in protected spots along grass-covered edges of streams or pools. The practical solution of the malaria problem is found in ridding the infected area of the breeding places of the mosquito. The City of Dallas, Tex., undertook this method of malaria control in the summer of 1916. After a year of intensive work costing 3 cents per capita, the death rate from malaria decreased 66.7 per cent. and the number of cases of the disease reported to the health department fell to an average of only two or three per month. Any community may obtain like results.

In order that Dallas might benefit fully from the experience of other places in this particular line of work, the active coöperation was secured of the Malaria Field Investigation Branch of the U. S. Public Health Service, whose trained physicians and sanitary engineers have fathered the Dallas work through regular visits to the city,

and through aid given in every possible way to the local public health officials in their conduct of the work.

Attention was first given to those portions of the creeks and ponds that were active anopheles breeding places, and then extended to include all important mosquito breeding spots. The work consisted in both cases in:

(a) Clearing of banks of grass, weeds and debris, to destroy shelters and facilitate ditching and oiling.

(b) Ditching of streams to get channels of minimum cross-section, with sufficient stream flow to keep the channel scoured.

(c) Filling large holes situated under bridges and at ends of culverts, pot holes in creeks, overflow pools, etc.

This work was followed by oiling water surfaces at regular intervals or, where feasible, by stocking with, or cultivating the growth of, top feeding minnows in streams and ponds.

The field work embraced six main streams having a total length of thirty miles and an average high water channel width, before the work started, of approximately thirty feet. Extensive marshy areas were also drained by ditches, several thousand feet in length, reclaiming many acres of valuable land for agricultural and business purposes. Assuming the value of a life to be \$3000 and the cost of an average case of malaria, for medicine, attendants, and wages lost, to be \$25, and using the ratio of one death to every 400 cases, we find a probable economic saving to Dallas inhabitants through reduction in the disease to have been nearly \$200,000, or about \$1.25 per capita. Compare this saving with the 3 cents found to be the actual cost per inhabitant of effectively controlling malaria. What other investment yields so great a return?

Timely interest is given to these achievements by the fact that many army cantonments and aviation schools are situated in portions of the South more or less subject to malaria.

At all encampments this malaria problem is receiving attention from the regular Army authorities, while some of the communities adjoining the encampment sites are getting rid of malaria through the coöperation of the U. S. Public Health Service, the American Red Cross, and the State, county, and municipal authorities.

Even in those communities which have no malaria problem of consequence the mosquito pest is being given consideration, for it is obviously impossible to put troops through grilling hours of training unless they have proper sleep.

# THE HUMAN MACHINE IN THE FACTORY

IN the early days of the great war, British munition makers adopted what appeared to be the appropriate method of "speeding up" production, viz., the prolongation of the hours of labor. Not only was the daily schedule lengthened, but Sunday and holiday work was frequently resorted to. The results did not by any means fulfil expectations. The fact became strikingly evident that there is a limit to the daily capacity of the human machine, and that, apart from the question of the worker's personal comfort and welfare, it is a poor economic expedient to overtax his strength. Physiologists were called into council, and much began to be heard about "industrial fatigue." Eventually the Health of Munition Workers Committee was organized.

In the United States an attempt has been made to profit by the experience of the British in these matters, and at the same time to obtain fresh light on the subject of "industrial physiology." The Advisory Commission of the Council of National Defense has formed a Committee on Industrial Fatigue, the executive secretary of which is Dr. Frederic S. Lee, of Columbia University. Dr. Lee writes of the activities and discoveries of the committee in *Public Health Reports*:

From the standpoint of industrial physiology the industrial worker is looked upon as bringing to the general physical equipment of the factory his own bodily machine, the most intricate of all the machines used in the plant. This machine must be understood, it must be constantly watched, it must be used intelligently, and it must not be abused. Like other industrial machines it can be worked at different speeds, but unlike other industrial machines it cannot be worked for an indefinite period, because it is subject to the limitation of fatigue. Fatigue delays work, diminishes output, spoils goods, causes accidents and sickness, keeps workers at home, and in all these ways is an obstacle to efficiency. How fatigue can be kept down to its lowest reasonable limit, how the working power of the individual can be maintained from day to day and from week to week and be made to yield a maximum output without detriment to itself and to others—in other words, how the human machine can be used so as to obtain from it the most profit—constitutes one of the great industrial problems of the day.

The committee has made an extensive study of the output of individual factory workers, and is able to present a number of typical curves corresponding to the daily out-

put observed under different conditions and with different hours of labor.

In work that requires close attention and exact muscle coördination, there is at first a gradual rise, continuing through the first hour or two, then a fall gradually increasing throughout the remainder of the working spell. After the luncheon hour the general form of the curve is repeated, but with slight changes in detail. The rise in each spell is often called the "practice effect;" the fall, if the work is not voluntarily restricted, is usually interpreted as indicating fatigue. The greater height of the curve just after, as compared with its height just before, the luncheon hour represents the restorative effect of rest and food; and the lower point of the curve at the end of the second, when compared with that at the end of the first spell, signifies the cumulative fatigue of the day.

In occupations that are distinguished especially by their muscular character, the output curve, although more observations are here needed, seems to show progressive fatigue, but the practice effect may be wanting, and a rise followed by a fall, appears in the latter half of the spell. This late rise indicates a temporary inhibition of fatigue, perhaps a second wind; it is less, and fatigue is more, marked in the second spell.

Where work is monotonous and where it is frequently broken by natural pauses, a curve may be obtained which for both working spells is nearly a straight and horizontal line, showing a slight practice effect but no fatigue.

The American committee has found instances of another type of output, in which the figures of the total daily production by the individual from day to day, and even from week to week, show a striking uniformity, and the inference seems to be justified that the workers are not working to their full capacity but, either voluntarily or involuntarily, have fixed upon a certain quantitative output as appropriate to a day's work. This direct limitation of output might be expected where wages are paid by the day, but it is found even where piece-work rates prevail, and the worker is free to earn more by doing more.

It is widely believed, and especially by employers of labor, that longer hours mean necessarily a greater output. If industrial physiology does nothing else but show the fallacy of this notion, it will have justified itself. A man can of course accomplish more in two hours than in one hour, but it does not follow that he can accomplish more in fifteen hours than in twelve, or more in twelve than in ten, or even more in ten than in eight.

Here the American Committee has discovered a strikingly suggestive fact in the night work of one of our large munition factories, the duration of the night shift being twelve hours. After 5 a. m. the curve of output shows a rapid decline, and during the last forty minutes there is very little or absolutely no production. The elimination of the last two hours would be greatly to the advantage of the men and would probably result

in no diminution but an actual increase in the total product turned out.

Under the British Committee, Vernon has accumulated most striking statistical evidence of the beneficial results of a reduction of the hours of labor. Two instances will suffice to illustrate the point: With a group of eighty to one hundred women turning aluminum fuse bodies the reduction of the weekly hours of actual work from 66.2 to 45.6, a saving of more than twenty hours, increased the gross production by 9 per cent. When the actual weekly working hours of fifty-six men engaged in the very heavy labor of sizing fuse bodies were reduced from 58.2 to 51.2, the gross output was increased by 21 per cent.

Industrial physiology tells us, in the interest of a large output, not only to keep the hours of labor down to what experience has shown to be a reasonable limit, but to choose this limit in accordance with the fatiguing effects of the different specific occupations. It tells us to introduce recess periods into long spells, to omit Sunday

labor, and to impose overtime on already fatigued workers only in rare emergencies and when compensation can be given by free hours later. It tells us not to keep the same workers continually on the night shift, but to alternate night with day work. It tells us that each worker and each task possesses a specific standard of strength, and it indicates in what task each worker will probably prove most efficient. It tells us that each worker has a rhythm that is best adapted to his own neuromuscular mechanism and that it is advantageous to place in a squad of workers doing a specific task only those possessing similar rhythms, eliminating the faster and the slower individuals, and then to adjust the speed of operation to the common rate. Such instances as these few reveal the scope of industrial physiology and show how it is indicating some of the ways in which the most intricate of all industrial machines, the body of the worker, must be used in order to bring out its greatest usefulness.

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## LENINE

IN the issue of *The New Europe* dated December 6 "Rurik" gives some interesting particulars of the career and methods of the extraordinary man who in a few months has plunged Russia in chaos and civil war in the name of liberty—Vladimir Iljic Ulanov, otherwise known as Lenine.

Lenine was born of a noble family in the Government of Simbirsk forty-seven years ago. In 1887, when Vladimir was a lad of seventeen, his elder brother died on the gallows, convicted of complicity in a plot to murder Alexander III., and in the early nineties, while still a student at the university, he himself was exiled to Siberia for showing too great enthusiasm in the cause of Social Democracy.

Thus revolutionaries are made in bureaucratic countries. Released a few years later, he gravitated to Switzerland, where he preached "pure revolutionary action without any compromise with the bourgeois parties," until, in 1905, he returned to Russia to take part in the abortive revolution of that year. Thereafter Lenine was to be found, now in Paris, now in Switzerland, now in Austrian Poland, but always in touch with the revolutionary movement in Russia.

After the outbreak of the war he withdrew to Geneva, where he started a new Socialist paper, *Social Demokrat*, that preached the necessity of Russia's defeat in the war; and this fact has convinced many observers in the West that Lenine is a mere German agent. The writer, however, does not agree with this view. Even if it be true, he says,

that Lenine has taken German money, it is not for German ends. Men of his stamp are not over-scrupulous; they will stop at nothing that seems to lead them nearer the goal that they have set before them:

The whole truth about Lenine will, perhaps, never be known to this generation. A man of iron will, fanatically devoted to a new religion of Social Democracy that he has himself created, he would achieve the salvation of the poor and oppressed, not by conciliation and agreement, but by violence. His fanatical ardor is not cooled by that sense of the ridiculous which leads most men along the path of compromise.

Lenine is untouched by any sense of humor; he cares nothing for what the world may think of him, and tramples on the ideas of all who are opposed to him. In the pursuit of his goal he will leave no stone unturned; if the whole world falls over his ears, he will pursue his work of destruction without faltering until such time as he may build a new order on the ruins of the old. The destruction of order in Russia is to be but the first stage, to be followed by the disruption of the social system in every country, in Germany as well as elsewhere.

Lenine has proclaimed a new gospel of violence; those who believe that the cure for the wrongs of this generation can only be obtained by different methods must meet him with the same weapons. It is doubtful whether Lenine himself dreams of complete victory. He may well feel that the days of his triumph are already numbered, but he means to sow the seed that others may reap. With his brother's fate before his eyes, he is intent on bequeathing to Russia before he dies a legacy from which she is never to shake herself free. Before the gathering tide of reaction bursts upon him he is determined to put the peasants in possession of the land and to cripple the power of capitalism in Russia by giving the workmen rights that no government will in the future dare to wrest from them.

## THE MISSION OF POETRY IN PAN-AMERICAN RELATIONS

A NEW magazine of song printed in English and Spanish and called *Pan-American Poetry* comes forward with the sole purpose of becoming a spiritual bond between the United States and the Latin Republics of the continent.<sup>1</sup> In the first number, which came out in February, fourteen poets are represented—seven Americans and seven Latin Americans. The magazine gives metrical versions in Spanish or English as required, printed on opposite pages. There are also full biographical and critical notes on each of the contributors, in order to familiarize the United States with the names and works of the poets of Latin America in the United States and with the work of those North American poets whose work has been translated into Spanish and has achieved popularity in Latin America.

By means of thought and feeling as expressed in song, it hopes to let flow in the soul of both Americas an inexhaustible current of sympathy, which, washing away all prejudices, may reveal to each other their real values and make it possible for them to have reciprocal understanding and respect.

The editor of this new publication is Salomón de la Selva of Nicaragua. He has been the first to assert emphatically that the realization of the Pan-American ideal is the special task of poets, rather than of diplomats or business men. He says that neither commercial relations, nor international treaties suffice to create a lasting and effectual bond between the two Americas that have been antagonistic through heedless underestimation on the part of the North, and wounded pride on the part of the South.

He calls on the poets to build and make solid the foundation of respect and sympathy on which the peace of the continent must rest. A contributing editor to a number of Latin-American magazines, he is regarded as one of the foremost poets of the

new generation in Spanish, and in the countries around the Caribbean as the "new champion of Latin-American civilization," who is accepted by Latin Americans as an intellectual representative, who has set out to unite the Americas. His mastery of English is excellent and his work in English has been praised by William Dean Howells, who writes in *Harper's* that his verses "intimate a whole conditioning of life." He has

the vigor of Masfield, and a rare delicacy, a spiritual glow, that are distinctly his own. Miss L. E. Elliott, editor of the *Pan-American Magazine*, writes that "if there were no more than the two stars of Rubén Darío and Salomón de la Selva in the Latin-American poetic firmament, one already set and the other rising with a glow of brilliant fantasy, the fact that Latin America is a mother of genius would remain proved."

Affiliated with Salomón de la Selva in the editing of *Pan-American Poetry* is Alfonso Guillén Zelaya, of Honduras, a poet in whom José Santos Chocano finds "a clear spring flowing from virgin soil, shadowed by trees of home, virtuous with the true spirituality of the (Latin) race." He is at present in the United States in the diplomatic service of his country. There are four other editors: Pedro Henríquez Ureña, Latin America's most notable scholar, who is now a professor at the University of Minnesota, and who as a professor in the University of Mexico in the past, is intimately connected with the literary movements of that country. His father is president of his native land, Santo Domingo; Martín Luis Guzmán is a Mexican who has distinguished himself as a critic and a sociologist and has won considerable reputation in Latin America and Spain. He is in New York editing *El gráfico*, a magazine of sociological interest published in Spanish. John Pierrepont Rice and Thomas Walsh are both Americans; the former is Professor of Spanish Literature at Williams College, and his excellent translations from the Span-



S. DE LA SELVA  
(Editor of *Pan-American Poetry*)

<sup>1</sup> *Pan-American Poetry, A Magazine of Song in English and Spanish.* 132 West 47th Street, New York. \$2 yearly subscription.

ish have been published in American magazines, especially in *Poetry*, of Chicago; the latter is a well-known poet and a lover of Spanish letters, joint translator with Salomón de la Selva of the "Eleven Poems" of Rubén Dario," edited by the Hispanic Society of America, and published by Putnam's two years ago.

The number of translators on the staff of *Pan-American Poetry* is quite large and in it all the countries of the continent are represented. Foremost among them are: Ma-

riano Brull, of Cua; Hipólito Mattonel, of Bolivia; Jorge Molina, of Venezuela, and Miss Alice Stone Blackwell. The Brazilian section (in Portuguese) is in charge of Miss L. E. Elliott, whose exhaustive work on Brazil has just been published.

Three North American poets, according to Salomón de la Selva, are admirably translated into Spanish and widely read throughout Latin America. They are Walt Whitman, Edgar Allan Poe, and Edna St. Vincent Millay.

## CHICAGO'S SPIRITUAL SIDE

IN his series of articles in *Scribner's* on "The Valley of Democracy" Meredith Nicholson writes in the February number on Chicago, which he describes as "the industrial and financial clearing-house, the inspirational center of the arts, and the playground for 50,000,000 people." Thus Mr. Nicholson characterizes the mid-western metropolis which is the subject of three articles published elsewhere in this number of the REVIEW OF REVIEWS.

Passing from the more familiar and concrete aspects of the city, Mr. Nicholson devotes the concluding portion of his article to Chicago's artistic and spiritual interests. He says:

That the total receipts of live stock for one year exceeded 14,000,000, with a cash value of \$370,938,156, strikes me as less impressive than the fact that a few miles distant exists an art institute, visited in 1916 by 922,310 persons, and an art school that affords capable instruction to approximately 3000 students annually. Every encouragement is extended to these pupils, nor is the artist, once launched upon his career, neglected by the community. The city provides, through a Commission for the Encouragement of Local Art, for the purchase of paintings by Chicago artists. There are a variety of private organizations that extend a helping hand to the tyro, and lectures and concerts are abundantly provided.

Chicago's capacity to assimilate good music is hardly second to that of Boston or New York. Mr. Nicholson pays fitting tribute to the symphony orchestra founded by Theodore Thomas and conducted since his death by Frederic Stock, which offers a series of twenty-eight concerts a year. The building of Symphony Hall, the home of this orchestra, was made possible by con-

tributions from 8,000 Chicagoans. For ten weeks every winter Chicago enjoys the luxury of grand opera rendered by singers of the very first distinction.

As to literature, the mere fact that Chicago is the home of the *Dial*, a critical journal of the highest quality, and of *Poetry*, a magazine devoted solely to verse, testifies to the city's genuine interest in letters. Mr. Nicholson also finds that the criticism of the drama, music and art in the Chicago newspapers is sound and discriminating.

Notwithstanding the city's large foreign-born population, the predominating element of which is German, the American cause in this war is nowhere more loyally supported than in Chicago. As early as June, 1916, a great preparedness parade, in which 150,000 persons participated, gave a noteworthy expression of the city's patriotic ardor and at a great meeting in the Stock Yards pavilion last May 12,000 people greeted Colonel Roosevelt. The support of the Allies' cause was further manifested at the time of the visit of Field Marshal Joffre and M. Viviani. Every responsibility entailed by America's entrance into the war was met with an enthusiasm that reflected the patriotic attitude of the Middle West. In conclusion Mr. Nicholson says:

The flag flies no more blithely or securely anywhere in America than in the great city that lies at the northern edge of the prairies that gave Lincoln to be the savior of the nation. Those continuing experiments and that struggle for perfection that are the task of democracy have here their fullest manifestation, and the knowledge that these processes and undertakings are nobly guided must be a stimulus and an inspiration to all who have at heart the best that may be sought and won for America.



## EUROPE AND THE FOOD CRISIS

THE causes of the present food crisis in all European countries, and the possible remedies therefor, have called forth many articles in the leading European journals; among these that contributed to *Nuova Antologia* by Signor Gaetano Mosca, member of the Italian Chamber of Deputies, is well worthy of attention.

The writer notes that while in ancient times and in the Middle Ages we have record of wars in which all the able-bodied freemen were called upon to participate, the slaves and the serfs were almost always exempted from military service. Even in our own day, a Tripolitan tribe, for instance, can easily put in the field the tenth part of its number, but before the sowing and the harvesting of the barley the campaign must have ended.

This is perhaps the first time in history that it has been necessary to withdraw for three or four consecutive years, from the usual constant productive work, one-half of the population normally devoted to peaceful labor, intellectual or manual.

To support this there has been needed a patriotism and a spirit of self-sacrifice that will be the wonder of succeeding generations, the one and the other being sustained by the admirable and iron-bound organization of the modern state.

However, as we have to do with a condition of things unique in history, it is but natural that some errors should have been committed, due to inexperience and to the resulting lack of foresight, and that but few have been able to forecast the possible duration of the war, and fewer still have been able to form an adequate conception of all the difficulties that were to be encountered

owing to the very uncertainty of this duration.

In countries where agriculture flourishes, one of the inevitable consequences of the lack of farm laborers has been a lessened production, above all of those cereals for the cultivation of which the land must be prepared and fertilized each year, the seed sown, the necessary care given to the plants as they spring up, and the harvest then gathered, and all these operations attended to at fixed times, rendering it necessary to make good by longer working days for the smaller number of workers available.

The diminution in the French production, due to a shortage of labor and to the loss of a not inconsiderable part of French territory, appears in the statistics of the wheat harvest, for the proper understanding of which we must bear in mind that the normal annual requirement in recent years has been a little over 291,000,000 bushels. The progressive decrease from 1914 to 1917 is as follows:



AMERICA AND EUROPE'S BREAD  
 "Not too much bread, friends, it is  
 bad—for me!"  
 From *De Notenkraker* (Amsterdam)

1914.....	260,000,000	bushels
1915.....	205,000,000	"
1916.....	197,000,000	"
1917.....	150,000,000	"

Thus in the year just past scarcely more than one-half the amount of wheat needed for the annual consumption in France has been produced.

In Germany, the failure of the food conservation regulations appears evident if we compare the words spoken by Helfferich before the Reichstag on March 21, 1917, with something that transpired three days later. In his speech the ex-chancellor declared that "thanks to the food policy pursued from the beginning of the year, Germany, that besieged fortress, has the lowest prices for cereals in the world."

Three days later was published a regulation reducing the ration of bread, from that time to the end of the harvest, from 250 grams to 200 grams a day for each person, and the quantity of flour allowed to each person from nine to six and a half kilograms per month. Besides this, the supplementary ration for the very young and the extra ration for those engaged in especially arduous occupations was put down 25 per cent.

Evidently the speaker had failed to see the close relationship between the low price of cereals and the scarcity of bread, nor had he taken the pains to ask of the workers and of the middle-class citizens of Berlin whether they might not prefer to pay a little more for their bread and have 300 grams, or 400 grams, instead of only 200 grams a day, although they were given the satisfaction of paying a little less for the smaller quantity than they would have had to pay in Paris, or London, or Rome.

As to the possible remedies in the Entente countries, Signor Mosca insists that any regulation of prices must be applied with the greatest caution, and he does not believe that it is possible, or even desirable, to hold the prices for the home product at a figure very much lower than that which has to be paid for grain imported from abroad. Otherwise the home production will tend to

decline and the country will be forced to purchase more and more of the high-priced imported grain.

Regarding the amount available for importation, Signor Mosca believes that a notable quantity of wheat, a quantity not easy to estimate, is held back in the exporting countries, but he recognizes that to force this wheat out might necessitate an altogether undue raising of the price, which, coupled with the cost and difficulty of transportation, would constitute a grave problem. An alleviation might be sought in the importation of rye and barley, and above all of corn, in view of the immense crop of this staple produced every year in the United States of America.

In Italy, the shortage might be in some measure overcome by utilizing as large a quantity as possible of the beans, barley and rye now used for fodder, while in England much of the barley employed for the making of beer might be made use of for food, if this has not already been done. Rice is another resource. In many Oriental countries this is a chief staple of diet, and were it not for the difficulty of transportation considerable quantities might be brought to Europe. Indeed, transportation from the Far East is perhaps less risky than it is from America, as the submarines do not operate beyond the Suez Canal.

## SHORTAGE OF FUEL IN SWITZERLAND

THE United States is not the only country to feel the pangs of fuel famine.

The serious trouble experienced by some of the neutral nations on account of the cutting-off of the supplies of coal is shown in recent reports from Switzerland, where the situation is fast assuming proportions of a fuel famine. In this republic, various official restrictions regarding the use of fuel have been put into effect, and at the same time strenuous efforts are being made to locate and develop the home supplies. Switzerland is probably suffering more than any other neutral nation from this shortage, and *Engineering* (London) recently printed a summary of restrictions lately adopted by the government of the Canton of Zurich.

These provide that private houses must not be heated, unless the temperature for three successive days has been below 10° C.

(50° F.), and on days when it has been below 5° C. (41° F.) the previous evening. The temperature of residences, schools, offices, and workshops is not to exceed 16° C. (60.8° F.), in shops not above 14° C. (57.2° F.), in bedrooms not above 12° C. (53.6° F.). Hot-water appliances must be used only once a week, the school baths once a month, while other public baths are closed on Mondays and Tuesdays. In cafés, restaurants, etc., heating from 10 p. m. to 10 a. m. is prohibited, and no hot food must be served after 9 p. m. All offices are to close at 5 o'clock, and museums, libraries, are must not be heated at all. The schools are 50 per cent., churches and chapels 50 per cent., cafés and restaurants 35 per cent., and shops and public buildings 25 per cent. under circumstances of establishments according to quantities of coal 20 to 40 per cent. of the amount hitherto used. In four-

room residences only one room must be heated, in larger residences only two. Endeavors have quite recently been started to exploit the examination of the possible deposits of coal, lignite, and petroleum, but the work is still in its initial stages. Borings for coal were made in Wallis, Jura, and Herdern, etc., while lignite deposits were being explored at Gondiseril, Ufhusen, and Zell. Lignite has also been discovered at Fösyttal.

These mining operations have attracted the attention of outside capital, and the Wallis deposits are being exploited by the International Development Associated Mines Company at Sitten. The preliminary work has resulted in finding some anthracite, but it is far from being of the best quality and does not as yet give much promise as a prospective fuel source.



REDUCING THE BREAD RATION

Well, I can make up  
leeway with this.

Well, at least I shall  
have a little more money  
for coal—if I can get it.

From *Nebelspalter* (Zurich)

## ALLIED MISTAKES FROM A BRITISH STANDPOINT

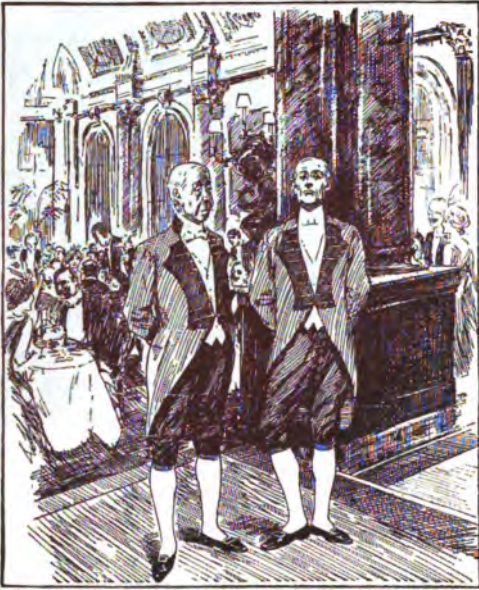
**I**N the *Fortnightly Review* (London) for January Dr. E. J. Dillon, long known as one of the best-informed specialists on eastern European politics, analyzes in a remorseless way the deficiencies of the British coalition government as revealed by the errors and failures of the Allies in their attempts to crush Germany and bring the war to a speedy and successful conclusion.

Referring to Prime Minister Lloyd George's reiterated statement that the Entente has men, munitions, and resources and that "if we have the will to win, we shall win," Mr. Dillon thinks it is only fair to ask: "Is not the most important of all resources capacity to use effectively the materials which the self-denial of the peoples have so lavishly provided, and is it not precisely in this quality that the Allies are hopelessly deficient?" The answer to this query which Dr. Dillon reads in the story of Allied operations for three and one-half years is "That the Entente may have more men and munitions than the enemy and may employ them in a nobler cause, but that if its leaders are incompetent they will waste the materials, miss the opportunities, fail of their objects, and lose their cause."

Dr. Dillon reminds us that in the Russo-Japanese war Russia was much better off than Japan for men and munitions. Yet

she lost the war because she was wanting in leaders and in organizing capacity. Dr. Dillon believes that the Allied peoples have indeed the will to win, but that their governments have failed to translate that will into efficacious acts. His judgment of the Allied leaders, however, is tempered with mercy. He does not think that they can be fairly blamed for lack of knowledge. "If they are not only unacquainted with the master facts of the problem, but are also unaware of their ignorance, they can hardly be condemned for neglecting to have recourse to those specialists who do know." These statesmen are grouped and labeled by Dr. Dillon "Ritzonians":

The Ritzonian is one of an intellectually and morally middle-class crowd who loves indolence and luxury, loathes system, shuns effort, feels an insolent contempt for merit and labor, and fancies himself fitted to undertake a task of any magnitude. In the political sphere Ritzonianism is pettifoggery, improvisation, distrust of general principles, and negation of the law of causality. It is a trait of the Ritzonian statesmen that they purvey flaccid purpose with stunted aims, which they seek to achieve by expedients and compromises. It was they who thought that in the ruthless struggle between intelligent organization and haphazard improvisation the latter must win in accordance with the doctrine of muddling through. Of that struggle they adopted a narrow, rootless conception and shaped their fitful action



LONDON LUXURY AND INDOLENCE IN WAR-TIME  
Scene—Luxurious Restaurant of Capacious and Eligible Hotel.

FIRST INDISPENSABLE: "I see there's been some talk of commandeering the British Museum for the Air Board."

SECOND DITTO: "Well, what about it? They might have taken a place that really matters—like this."

From *Punch* (London)

congruously with that. They scorned to question the men conversant with the countries, peoples, and governments on whose behavior the success of our undertakings depended, and when information, advice, or warnings were volunteered, the authors were snubbed and their writings suppressed.

Notwithstanding the belief in the future of German democracy expressed by President Wilson, whom he characterizes as "a prophet as much as a statesman," Dr. Dillon ventures the assertion that nothing is further from the present intentions of the German people than the dethronement of the Kaiser and the proclamation of a Republic. As an abstract proposition, it may be true enough that the democratic type of society perfected on a basis of general pacifism would solve the problems that made wars inevitable in the past, but as a practical policy in this crisis Dr. Dillon feels that it has little chance of being realized.

Meanwhile, the Allied peoples, who have to carry the burdens of both war and peace, are awakening to the fact that they have been balked of their aims by their own leaders, and "the twilight of the Ritzonian amateurs" is apparently setting in.

## A DEMOCRATIC SOLUTION FOR ALSACE-LORRAINE

AT least three distinct propositions are before the world regarding the disposition of the provinces of Alsace-Lorraine. One group of statesmen would have an agreement reached as to these provinces before the nations entered a peace conference; others would leave the matter to the debate and determination of the peace conference while a third group contends that final decision should rest with the inhabitants of the provinces themselves.

The details of the so-called democratic or referendum proposition are considered in an article contributed to the *World Court* (New York) for January by Ernest Cawcroft. After reviewing briefly the unfortunate history of the provinces, and examining the provisions of the treaty of Frankfurt by which they were ceded to Germany in 1871, this writer puts three questions: "Had France a right to cede and Germany a right to seize the provinces of Alsace-Lorraine without the deliberate and expressed consent of the people of those terri-

tories? Has France a right to take back those territories without the consent of the people? Has Germany a moral right, even



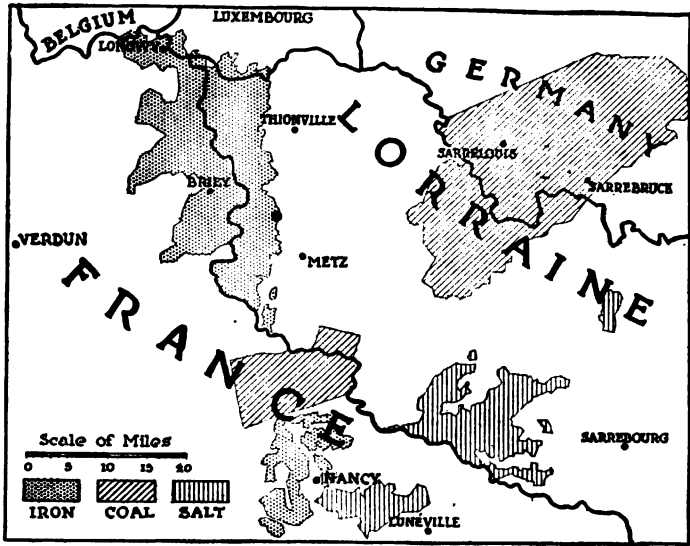
ALSACE-LORRAINE IN RELATION TO FRANCE AND GERMANY

at the behest of France, to bargain away the peoples of these provinces for the purpose of inducing peace and retaining through that peace an imperialistic title to other lands and other peoples on the Eastern frontier?" Mr. Cawcroft answers all three of these questions in the negative, finding his justification in the words addressed by President Wilson to Congress on January 22, 1917: "No right exists anywhere to hand peoples about from sovereignty to sovereignty as if they were property."

The problem, as Mr. Cawcroft points out, is far more complicated now than it was in 1871. So far as the racial elements of the population are concerned, authorities differ, but seem to be agreed that the people are basically Celtic and that after the successive changes of territorial title and the repeated marriages between native women and the male invaders during ten centuries "have produced a melting pot which melts." As to language, French was in 1910 the spoken language of 204,000 inhabitants out of 1,800,000. The large majority of the population were undoubtedly Teutonic. This, of course, was brought about by the influx of French since 1871 and the simultaneous influx of Germans.

The enormous industrial development since 1871 typified by the fact that in 1913 three-fourths of Germany's output of pig iron came from German Lorraine is a further complication of the problem. This leads Mr. Cawcroft to suggest that whereas formerly the problem of Alsace-Lorraine was between France and Germany, and was strategic in character to-day it is economic and world-wide in its main features. In his view the peace conference at the end of this war must approach a democratic solution of the Alsace-Lorraine problem along these lines:

1. That the Conference as an initial act declare in the name of all free men, that it divests the German Empire of all title to Alsace-Lorraine, thereby putting its stamp of approval upon a democratic rather than a dynastic or imperialistic solution.



THE VALUE OF LORRAINE IN TERMS OF COAL AND IRON—GERMANY'S SOURCE OF POWER SINCE 1871

2. That three propositions be submitted to a vote of qualified persons under the supervision of the Peace Conference:

(a) Shall the Provinces of Alsace-Lorraine be and become an independent nation? If this be answered in the negative, then the votes be counted on:

(b) Shall the ceding of the provinces to Germany under the Treaty of Frankfurt be approved?

(c) Shall the Provinces return to France?

Taking account of the fact that the exodus of French from these provinces has given the latter-day Germans a voting majority—an injustice, considering the arbitrary conditions under which the French migrated and the Germans settled on their lands—Mr. Cawcroft proposes that the peace conference remove this objection by providing that the vote shall be confined to the owners of the soil, but as to the French that the immediate heirs at law of the migrating Frenchmen be voted through boards constituted by the peace conference.

Not content to stop with the solution of the problem in its political aspects only, this writer suggests that whatever may be the result of the referendum the peace conference provides for the economic neutralization of these provinces, meaning by this that the right be given to all nations to purchase the ores, phosphates and raw materials of Alsace-Lorraine on the same basis and that if export tariffs be levied the same rate shall be collected from all.



# THE NEW BOOKS

## THE WAR AND ALLIED TOPICS

**A Survey of International Relations Between the United States and Germany.** August 1, 1914-April 6, 1917. By James Brown Scott. Oxford University Press. 390 pp. \$5.

A well-written and authentic review of all the diplomatic correspondence and state papers showing the relations between the United States and the Imperial German Government during the period of our neutrality in the Great War, from August 1, 1914, to April 6, 1917.

**The Willy-Nicky Correspondence.** By Herman Bernstein. Alfred A. Knopf. 158 pp. \$1.

Highly interesting and intimate telegrams exchanged between the Kaiser and the Czar of Russia during the years 1904-1907. In a foreword Colonel Roosevelt strongly commends the publication of this correspondence as "a service to this nation and to all mankind."

**Democracy and the War.** By John Firman Coar. G. P. Putnam's Sons. 129 pp. \$1.25.

The addresses that make up this little volume are the work of an American professor of the German language and literature, who has strongly opposed the policy of German propagandists in American institutions of learning, and has recently been called to a professorship at the University of Alberta, Canada.

**Anglo-German Rivalry as a Cause of the Great War.** By Oscar A. Marti. Boston: The Stratford Company. 83 pp. \$1.

This work, presented as a thesis to the Department of History of the University of Southern California, deals with commercial and colonial trade rivalry. The concluding chapter is an account of the Bagdad Railway project.

**Nelson's History of the War.** Vol. XVIII. By John Buchan. Thomas Nelson & Sons. 280 pp. Ill. 60 cents.

This volume of "Nelson's History" covers the period from the German overtures for peace in the Autumn of 1916 to the American declaration of war in April, 1917. Appendices contain documents connected with the German and American peace notes and President Wilson's message of April 2, 1917.

**Causes and Pretexts of the World War.** By Oreste Ferrara. American-Neo-Latin Library: New York. 314 pp. \$1.50.

A remarkable study of European politics from the Franco-Prussian War in 1871 to the outbreak of the Great War in 1914 by a Professor of Public

Law in the University of Havana. The volume is translated from the third Spanish edition by Mildred Stapley. An interesting feature of the book is the author's treatment of the attitude of Spain and of Latin America.

**Germany's Annexationist Aims.** By S. Grumbach. Translated by J. Ellis Barker. E. P. Dutton & Co. 149 pp. \$1.50.

A reproduction in English of extracts from many of the German publications and official documents on the subject of annexation which were contained in Herr Grumbach's volume of 500 pages that was published last year in Switzerland. The war aims of the German Annexationist party are here clearly set forth.

**Under Fire.** By Henri Barbusse. E. P. Dutton & Co. 358 pp. \$1.50.

A vivid picture of French army life in the trenches from the viewpoint of the man in the ranks. The author is a realist of the Zola type, and some of his chapters dwell on the shadows rather than the lights; but taken all in all, it is probably a fair statement of the French soldier's attitude towards his job.

**"Crumps": the Plain Story of a Canadian Who Went.** By Louis Keene. 156 pp. Ill. \$1.25.

The title of this book is borrowed from a word that has come into vogue especially among the Canadian troops on the Western Front to represent the noise made by flying shells in the air overhead. The author is an artist who relates his experiences among the "Canadians who went," and General Wood does Captain Keene the honor of writing an enthusiastic foreword to this account of service as a machine-gun officer.

**The Diary of a Nation.** By E. S. Martin. Doubleday, Page & Co. 407 pp. \$1.50.

Of this book it may at least be said that in it the Great War is approached from a novel angle. It consists of a series of extracts in chronological order from the editorial observations of *Life*, the New York humorous weekly. Mr. Martin's treatment of the subject is especially interesting as showing the gradual crystallization of public opinion in this country in the months and years preceding our actual entrance into the war.

**Woodrow Wilson and The World's Peace.** By George D. Herron. Mitchell Kennerley. 173 pp. \$1.25.

This work by an American Socialist long resident abroad has been widely read in Europe as an able defense of President Wilson's policies.

**America Among the Nations.** By H. H. Powers. Macmillan. 359 pp. \$1.50.

In a work published in 1916 and entitled "The Things Men Fight For," Professor Powers considered the problem of war as related to modern nations and more particularly to those at that time engaged in the great conflict. Since that book was published the United States has entered the war and by so doing has joined the European family of nations. In the present volume Professor Powers undertakes to help Americans, as he puts it, to "get the family point of view."

**Facing the Hindenburg Line.** By Burris A. Jenkins. Fleming H. Revell. 256 pp. \$1.25.

Personal observations at the front and in the camps of the British, French, Americans, and Italians during the campaigns of 1917.

**All In It! "K (1)" Carries On.** By Ian Hay. Houghton, Mifflin Co. 239 pp. \$1.50.

Another of those inimitable narratives by the author of "The First Hundred Thousand."

**The Cross at the Front.** By Thomas Tip-lady. Fleming H. Revell Company. 191 pp. \$1. The stirring personal experiences of soldiers in the trenches as related by a field chaplain at the front.

**The Invisible Guide.** By C. Lewis Hind. John Lane Company. 203 pp. \$1.

Reflections on immortality by one who had lost a dear friend in the war.

**Letters of a Canadian Stretcher-Bearer.** By R. A. L. Little, Brown & Co. 288 pp. \$1.35.

The full name of the writer of these letters is withheld until the close of the war for military reasons. It is stated, however, that while British born he had lived some time in the United States before joining the Canadian expeditionary force as hospital orderly and later as a battalion stretcher bearer. He has been three years in service.

**A Crusader of France.** Letters of Captain Ferdinand Belmont. Translated from the French by G. Frederic Lees. E. P. Dutton & Co. 366 pp. \$1.50.

A reflection of the spirit of the French nation through the letters of a captain who served in the army from the outbreak until he was killed in action at the end of 1915.

**On the Field of Honor.** By Hugues Le Roux. Houghton, Mifflin Company. 281 pp. \$1.50.

The story of a young French lieutenant who was mortally wounded in his first engagement. Several of the young officer's letters from the front are included.

**Campaigns and Intervals.** By Jean Giraudoux. Houghton Mifflin Company. 273 pp. \$1.50.

Lieutenant Giraudoux, who before the war was a novelist and diplomat, describes in this book his experiences during the campaigns on the Western Front and at the Dardanelles. He is

one of the French officers who came to America to give instruction in our training camps.

**The Story of Ypres.** By Capt. Hugh B. C. Pollard. Robert M. McBride. 118 pp. 75 cents.

Captain Pollard of the London Regiment tells in this little book the story of the far-famed "Wipers." Several maps accompany the text and there are special illustrations from drawings by Thomas Derrick.

**France Bears the Burden.** By Granville Fortescue. Macmillan. 214 pp. \$1.25.

An American correspondent's observations of the fighting on the Somme, at Verdun, and in the Argonne, supplemented by a discussion of the French military organization and method of warfare. A foreword is contributed by the High Commissioner of France in America, M. André Tardieu.

**To Arms!** By Marcelle Tinayre. Translated by Lucy H. Humphrey. With a Preface by John H. Finley. 292 pp. \$1.50.

By means of this graphic visualization of the events related to French mobilization in August, 1914. Dr. John H. Finley, of New York, who was in France at that time, writes a preface to the volume.

**A Second Diary of the Great Warr.** By Samuel Pepys, Jr. John Lane. 302 pp. Ill. \$1.50.

The first volume of this famous chronicle ran into seven editions in England and two in America. It was accepted everywhere as a wonderful epitome of English thought about the war. It ended with December, 1915. The present volume is a continuation from January, 1916, to June, 1917. It is written on the same general lines as its predecessor, chronicling the war itself, as well as the diarist's personal adventures. The drawings by John Ketterwell are extremely clever and entertaining.

**Women War Workers.** Edited by Gilbert Stone. Thomas Y. Crowell Company. 320 pp. Ill. \$1.65.

This book is made up of accounts contributed by representative workers of the work done by British women in the more important branches of war employment.

**Women and War Work.** By Helen Fraser. G. Arnold Shaw. 302 pp. Ill. \$1.50.

An intelligent survey by an English woman now lecturing in this country concerning the various activities of women in her own country since the outbreak of the war. American women will find in Miss Fraser's book not a few suggestions, and in the words of President MacCracken, of Vassar, "new lessons of coöperation and of selfless devotion."

**Six Women and the Invasion.** By Gabrielle and Marguerite Yerta. Macmillan. 377 pp. \$2.

A graphic picture of life in France in the provinces occupied by the Germans. The lo-

cality is that of Laon, where the inhabitants escaped the atrocities that marked the German retreat after the Battle of the Marne, only to suffer a long drawn out, iniquitous régime of petty tyranny and systematic robbery.

**Marching on Tanga.** By F. Brett Young. E. P. Dutton & Company. 265 pp. Ill. \$1.50.

A vivid and picturesque account of the British campaign under General Smuts in East Africa by a member of the expedition.

**At the Serbian Front in Macedonia.** By E. P. Stebbing. John Lane Company. 245 pp. Ill. \$1.50.

Descriptions by an eye witness of the fall of Florina, the taking of Kajmakalan by the Serbians, the French front on the Monastir plain, the battlefields of Bonitsa and the Gornicevo, together with an account of the Allies' operations on the Western wing from July to November 1916. The book is illustrated from photographs by the author.

**The Story of the Anzacs.** Melbourne: James Ingram & Son. 153 pp. Ill.

An historical account of the part taken by the Australian and New Zealand troops from the outbreak of the war to the evacuation of Gallipoli in December, 1915.

**Norman Prince.** With Memoir by George F. Babbitt. Houghton Mifflin Company. 75 pp. Ill. \$2.

The letters of a young Harvard graduate who lost his life after rendering distinguished service in the French Aviation Corps. A brief memoir by George F. Babbitt prefaces the volume.

**The Defenders of Democracy.** Edited by the Militia of Mercy. John Lane Company. 324 pp. Ill. \$2.50.

A gift-book made up of contributions from representative leaders of the Allies and our country.

**America's Black and White Book.** By W. A. Rogers. Cupples & Leon Company. 100 pp. Ill. \$1.

A series of 100 war cartoons by W. A. Rogers, of the *New York Herald*.

**In the Wake of the War.** By Harold Hodge. John Lane Company. 226 pp. \$1.50.

A criticism of the British parliamentary system with suggestions for the government of the Empire after the war.

**Alsace-Lorraine.** By Daniel Blumenthal. G. P. Putnam's Sons. 60 pp. Ill. 75 cents.

This is a presentation of the claims of the two provinces by an Alsatian who was formerly a Deputy in the German Reichstag, a Member of the Alsace-Lorraine Senate, and for nine years Mayor of the Alsatian city of Colmar. He was eight times condemned to death by the German Government, because of his escape from the Empire and his attempt to state before the world the case for "disannexation."

**The Prisoner of War in Germany.** By Daniel J. McCarthy, M.D. Moffat, Yard. Ill. 344 pp. \$2.

Dr. McCarthy acquired the material for this book while the United States was still a neutral nation, and he was investigating prison-camp conditions in Germany as a representative of the American Embassy at Berlin. His work was highly praised by Ambassador Gerard. His account of the treatment accorded prisoners of war in Germany is marked by freedom from every form of sensational statement, and the fairness of his judgments will not be questioned.

**The Collapse of Superman.** By William Roscoe Thayer. Houghton Mifflin Co. 77 pp. 60 cents.

A satire on the Prussian dreams of world supremacy. The greater portion of the essay originally appeared in the *Saturday Evening Post* of November 10, 1917.

**The German Menace to America.** Address delivered by George R. Wallace, Esq., of Pittsburgh, before the Chamber of Commerce of Pittsburgh, October 2, 1917. Nicholson Printing Co. 16 pp. 10 cents.

**You Are the Hope of the World.** By Hermann Hagedorn. Macmillan. 100 pp. 50 cents.

An appeal to the patriotism of the boys and girls of America.

**Pawns of War. A Play.** By Bosworth Crocker. With a Foreword by John Galsworthy. Boston: Little, Brown & Co. 85 pp. \$1.25.

A play woven around Germany's plans for a short war through the invasion of Belgium in August, 1914. A foreword is supplied by John Galsworthy.

**An Open Letter. To the Right Honorable David Lloyd George.** By Lajpat Rai. B. W. Huebsch. 62 pp. 25 cents.

A plea for Home Rule in India.

**Let Us Kill the War.** By Nino Salvaneschi. Art Edition of *Bianco e Nero*. 68 pp.

A pro-Ally argument from the Italian standpoint.

**Patriotic Toasts.** By Fred Emerson Brooks. Chicago: Forbes & Company. 96 pp. 50 cents.

A French expert's analysis of the principles and methods of modern warfare.

**The New Warfare.** By G. Blanchon. Thomas Y. Crowell Company. 254 pp. \$1.50.

A French expert's analysis of the principles and methods of modern warfare.

**The Whistling Mother.** By Grace S. Richmond. Doubleday, Page & Co. 31 pp. 50 cents.

A war-time story written for mothers and for mothers' sons as well.

**League of Nations.** By Theodore Marburg. Macmillan. 139 pp. 50 cents.

The former Minister of the United States to Belgium gives in this little volume the history of the movement in America to establish a League to Enforce Peace. Ex-President Taft contributes a foreword.

**A League to Enforce Peace.** By Robert Goldsmith. Macmillan. 360 pp. \$1.50.

A discussion of the principles on which is based the world movement for a league of nations to provide guarantees against the breaking of peace. President A. Lawrence Lowell, of Harvard, supplies the introduction.

**Army and Navy Uniforms and Insignia.** By Colonel Dion Williams. Frederick A. Stokes & Co. 302 pp. Ill. \$1.50.

**Hand-to-Hand Fighting.** By A. E. Marriott. Macmillan. 80 pp. Ill. \$1.

**Small Arms Instructors' Manual 1918.** Compiled by the Small Arms Instruction Corps. With an Introduction by Captain C. C. Griffith. E. P. Dutton & Company. 184 pp. Ill. 60 cents.

**French for Soldiers.** By Arthur F. Whitem and Percy W. Long. Harvard University Press. 130 pp. 75 cents.

**Simplest Spoken French.** By W. F. Giese and Barry Cerf. Holt. 114 pp. 65 cents.

**The Soldier's Mentor.** By Georges Bigot and A. F. Bouvet. The Writers' Press Association. 102 pp. 75 cents.

**Sailors' Book of Worship.** Compiled by A. Hallett. Abingdon Press. 163 pp. 25 cents.

**Soldiers' Book of Worship.** By A. Hallett. The Abingdon Press. 163 pp. 25 cents.

## HISTORY AND POLITICS

**National Progress 1907-1917.** By Frederic Austin Ogg. Harper & Brothers. Vol. 27. 430 pp. Ill. \$2.

In the decade of American history covered by this volume the reaction against the rule and greed of corporations gained great momentum within the nation, while without our interest in foreign affairs was greatly enlarged until we came to have a conspicuous part in the world policies of both hemispheres. Three of Mr. Ogg's chapters are devoted to the relations of the United States to the World War from its beginning to the action by Congress in April, 1917. The whole story is clearly and succinctly told.

**Principles of American Diplomacy.** By John Bassett Moore. Harper & Bros. 477 pp. \$2.

In this volume the history of American foreign policy, as traced in Professor Moore's earlier work, "American Diplomacy: Its Spirit and Achievements," is brought down to date. Since 1905 many incidents have occurred that have already affected that policy and are likely to modify it yet more in the future. The presentation of all this material in a single volume is a distinct service both to the student and the general reader.

**The New Era in Canada.** Edited by J. O. Miller. E. P. Dutton & Co. 421 pp. \$1.75.

Some of our very best thinkers and leaders in Canada have joined in contributing to an admirable volume of essays on the social and political progress and future of the great Dominion that occupies half of the territory of North America. Mr. Stephen Leacock, so well known as a humorist, is here found in his more serious character of Professor of Political Science in McGill University. He writes the opening and closing chapters. Other contributors are Sir Clifford Sifton

and Professor Wrong, of Toronto University, who writes wisely and sensibly about the bi-lingual question. Mr. Glazebrook and Mr. Dafoe write of the future place of Canada in the British Empire. Sir Edward Walker deals with the larger economic aspects of the commonwealth. The book is most timely and instructive.

**England's Debt to India.** By Lajpat Rai B. W. Huebsch. 364 pp. \$1.50.

A severe arraignment of England's fiscal policy in the government of India. In an earlier work, "Young India," the author had discussed British rule in India from the political standpoint. In the present volume he reviews the economic effects of that rule. The authorities for his statements are in the main British, not Indian.

**The Irish Home-Rule Convention.** By John Quinn and George W. Russell. Macmillan. 183 pp. 50 cents.

The principles underlying the Irish Home Rule question are discussed in this volume by the famous Irish publicist, George W. Russell ("A. E."), Sir Horace Plunkett, and John Quinn. All in all, the book affords an admirable survey of the matters with which the recent Home Rule Convention was concerned.

**France, England, and European Democracy 1215-1915.** By Charles Cestre. Translated from the French by Leslie M. Turner. G. P. Putnam's Sons. 354 pp. \$2.50.

A frank and illuminating study of the principles of historical development underlying the present alliance of France and England in the cause of democracy. The book is also a good summary of the work that France and England have done in the past seven centuries to promote democratic ideals.

# THE HOUSEWIFE'S WAR-TIME BOOKSHELF

THE question before every housewife during the coming months will be: How can I best serve the Government? The answer is this: By saving in the operating cost of the household, checking the reckless, wanton waste of food; by standards of simplicity and economy. The food situation in the Allied countries of western Europe and in this country is exceedingly grave. Unless we increase the production of food and conserve present supplies, we may come to the pass when we shall be glad to eat any food we can obtain. Housewives must envision in their kitchens the welfare of the nation, and the successful carrying on of the war, when menus are planned for their respective families. It is not easy to kill an appetite for rich and extravagant food, nor to subdue a desire for expensive living. But with determination and the help of the many excellent books now published to meet the present exigencies of households, we should find it not too difficult to evolve new standards of thrift and simplicity in the home.

The first step towards the scientific reorganization of the household and the conservation of food is to keep a house account. Several kinds of budget-sheets are offered for this purpose. "The Fraser Budget," a simple, compact, and self-proving record for personal and family expenses, will induce the saving habit.

"Where the Money Goes," is another convenient budget, published by the *Ladies' World*, which gives a simple, easy and adequate method of accounting for all family expenses, and discovering where the leaks in the family income are.

The second consideration in household efficiency must be that of labor-saving devices. Domestic labor is scarce and may soon be practically unobtainable.

"The Labor-Saving House," by Mrs. C. S. Peel, solves all the questions of labor saving for the average middle-class house. The plans and suggestions are practical, and reduce housework and cookery to matters that require but little time out of the busy woman's day. Women are advised to plan their own houses, particularly the kitchens. Quoting from the narrative of "Kipps," Mrs. Peel says: "It's 'aving 'ouses built by men makes all the work and trouble . . . They build these 'ouses as though girls wasn't 'uman beings."

S. Agnes Denham's "Marketing and Housework Manual," covers the advances made in scientific household management during the twenty-year period of the author's individual study and experiment. Practically everything the housewife needs for efficiency in the home is packed into the pages of this useful book. The author is instructor in the Garland School of Home Making, in Boston.

"The Fraser Budget. Tapley Specialty Co. 75 cents.  
"Where the Money Goes. Ladies' World. McClure Publications.

"The Labor-Saving House. By Mrs. C. S. Peel. John Lane. 187 pp. \$1.25.

"Marketing and Housework Manual. By S. Agnes Denham. Little, Brown. \$1.50.

## Cookery

"The Chinese Cook Book," by Shiu Wong Chan, contains recipes for preparing over 100 Chinese dishes in novel ways unknown to American housewives. The Chinese method of cooking was invented, it is said, by the Emperor of Pow Hay Se, 3,000 B.C. Its basis is that of a scientific balance of required articles of diet. Flavors are especially considered in their effect upon digestion. Everyone who has tasted Chinese cookery knows that it is delicious.

"Mrs. Allen's Cook Book," by Ida C. Bailey Allen, affords a wide choice of splendid recipes for the woman who can buy only one cook book. Instruction is given in the balancing of a dietary, and the housewife is reminded of her responsibility as the upbuilder of the womanhood and manhood of the nation.

"Preserving and Pickling" and "Salads and Sandwiches," by Mary M. Wright, are of convenient pocket size for the kitchen apron and contain a great variety of delectable recipes.

Mrs. Lionel Guest's war-time cook book, "Patriotism and Plenty," can be recommended for its simple, inexpensive recipes for economy dishes, especially those which use vegetables and corn meal. In a second book, "Bread and Fancy Breads," Mrs. Guest revives the mysteries of the lost art of bread-making.

## Conservation in the Vegetable Garden

"Around the Year in the Garden" takes up the garden tasks of each calendar month as they appear to the busy man or woman whose time is limited and who cannot afford to make mistakes. There is competent instruction in hot-bed and cold-frame gardening; the care of the orchard, general pruning and the raising of vegetables, fruits, flowers and houseplants.

"One Thousand Hints on Vegetable Gardening," by Mae Savell Croy, contains terse paragraphs of practical advice for amateur gardeners about fruits, vines, trees, berries, nuts, and sixty-nine different vegetables.

## General Information About Conservation and Food Mobilization

Alfred McCann warns America in his book, "Thirty-Cent Bread," that unless we conserve food intelligently, dollar-a-pound-beef and thirty-cent-bread will appear in the near future. De-

"The Chinese Cook Book. By Shiu Wong Chan. Frederick Stokes. 201 pp. \$1.50.

"Mrs. Allen's Cook Book. By Ida C. Bailey Allen. Small, Maynard Company. 756 pp. \$2.

"Preserving and Pickling. By Mary M. Wright. Philadelphia: Penn Publishing Company. 168 pp. 50 cents.

"Salads and Sandwiches. By Mary M. Wright. Philadelphia: Penn Publishing Company. 197 pp. 50 cents.

"Patriotism and Plenty. By Mrs. Lionel Guest. John Lane. 95 pp. 50 cents.

"Bread and Fancy Breads. By Mrs. Lionel Guest. John Lane. 48 pp. 50 cents.

"Around the Year in the Garden. By Frederick Frye. Rockwell. Macmillan. 350 pp. Ill. \$1.75.

"One Thousand Hints on Vegetable Gardening. By Mae Savell Croy. Putnams. 275 pp. \$1.75.

"Thirty-Cent Bread. By Alfred McCann. George H. Doran. 83 pp. 50 cents.



lay in food production and conservation may mean bread cards and soup kitchens within a year. Misery lies ahead unless we mobilize our productive resources and create a new economic adjustment of supply and demand.

Information in regard to food-saving can now be obtained throughout the country at public libraries. California librarians exhibit fruits, vegetables, canned and cooked foods, with food-saving books and pamphlets; Iowa libraries distribute conservation recipes; Michigan libraries exhibit food-saving posters designed and executed by children in the public schools; and Ohio libraries are conducting a campaign for the increased production of honey. On many library bulletin-boards this slogan appears: "Food will

win the war. Don't waste it. How and Why? This library will tell you."

#### Government Coöperation with Housewives

The Bureau of Education of the Department of the Interior issues a series of lessons in community and national life in coöperation with the United States Food Administration. Copies may be purchased of the Commissioner of Education, Washington, D. C., at the rate of 5 cents per single copy; two or more copies, 3 cents each; 100 copies \$2; 500 copies, \$5. These lessons, while intended primarily for use in elementary schools, are very valuable to the housewife who wishes to be broadly informed in regard to food-conservation and the economic organization of the country.

## MUSIC AND INTERPRETATIVE DANCING

**M**USIC generates spiritual and mental force. When the times require from the individual a maximum of energy, music becomes a necessity. Years ago Walt Whitman wrote: "I hear America singing." As a nation, we have all the qualities from which music comes—physical and mental virility, imagination, and a passion for freedom. Let us sing and bring music into our everyday activities and thus uplift our minds.

The Oliver Ditson Company offers several attractive new publications of music. In "One Hundred Songs by Ten Masters" (two volumes, \$1.50 each), Strauss, Grieg, Wolf, Tchaikovsky, Schumann, Rubinstein, Schubert, Franz and Jensen are each represented by ten of their best songs. Portraits of the composers, biographical notes, and data concerning the songs accompany the musical text.

"My Favorite Songs," selected and arranged by Alma Gluck, has the advantage of careful selection and editing. Madame Gluck writes: "Like a loving gardener, I have arranged these songs not only to exhibit their individual beauties, but also with an eye toward the general effect." This popular vocalist is a Rumanian girl who came to this country at the age of six. She has received nearly all her musical training in New York City. Her first notable success was made at the Metropolitan Opera House in 1909, at the age of twenty-five. Since that time she has continued to appear in opera and concert with increasing popularity and success.

The vocalises which produced the Bel Canto method followed by all the famous singers of the past have been collected from the works of the old Italian masters by Tomaso Gallozzi, and published under the rather misleading title, "Fifty New Vocalises" (\$1).

Verdi's "Il Trovatore," English version of the words, by Natalia Macfarren, has an attractive introductory essay by Philip Hale.

"Fifty Airs for Violin and Piano" includes many popular and patriotic airs arranged by Karl Krissland (75 cents).

"How to Master the Violin," by Pavel L. Bytovetzski (\$1.25), concentrates upon one main purpose—that of presenting the most direct paths for the technic coveted by every earnest student of the violin. Photographic illustrations assist in understanding the instructions.

The piano student may now obtain the second volume of Harriette Brower's "Piano Mastery" (Frederick Stokes, \$1.75). Many virtuosi of the piano, including Percy Grainger, Joseph Hofmann, Guiomar Novaes, Yolanda Mero, and Leopold Godowsky, give the essentials of the mastery of the piano to the public through the medium of this work.

#### The Russian School of Interpretative Dancing

The art of the Russian dance as taught by the Imperial Russian Ballet School is distinctly a Greek art. It has its basis in the classical dancing of the ancient Greeks, and behind its movement lies a philosophy of life. Veronine Vestoff and Sonia Serova have prepared two illustrated volumes which present this art to America. The first, "The Russian Imperial Ballet" (Vestoff-Serova School, New York City, \$5), gives their bar exercises, plastique movements to develop poetry of motion in the body, exercises for the technic of dancing, and toe exercises. The instructions are accompanied by suitable music and 120 illustrations. This particular manual is intended for students of the ballet.

The second, "Nature Dancing" (\$5), also with music and illustrations, is particularly adapted to the average dancer, and the person who wishes to gain poise and grace, on account of its simplicity and perfect movement. It is founded on a study of the Greek gymnastics and the Greek games. M. Veronine and Mlle. Serova desire America to take the art of the dance seriously, because it is a beautiful channel for the expression of ideals, when it is not degraded by those who are ignorant of its purpose and meaning. "Morning," one of the most beautiful of these nature dances, embodies the old idea of the worship of the sun.

## RELIGIOUS EDUCATION AND DEMOCRACY

THE catastrophe of a world war has aroused the workers for religious education to the formulation of new programs to meet the present needs of America and of the world.

"The Religious Education of an American Citizen," by Francis Greenwood Peabody (Macmillan, \$1.25), calls attention to the influences which direct, and the qualities which mark, the religious education of an American citizen. The religious education of the American child in the home, school, and university has been created with such power of statement as should impress all who have America's interests at heart. There is one sentence in its application to individuals and to nations that might well be expanded into another book: "The habit of acquisition easily becomes an insidious disease, and the hand which has become prehensile in its grasp grows paralyzed, when it would open its palm."

What Christ's message in its social interpretation will mean to religious education is developed with authoritative grasp of the subject in "A Social Theory of Religious Education," by George Albert Coe (Scribners, \$1.50). It is the author's profound conviction that there is coming to be "a distinctive religious principle, that of *divine-human industrial democracy*." Also that we must come to see—and soon—that education, organization, and methods are not static tools, but living and moving parts of collective life. So long as our educational processes continue to exhale the breath of autocracy, we cannot expect to build a perfect democracy. Our educative processes must produce ideal citizenship.

"Religious Education and Democracy," by Benjamin S. Winchester (The Abingdon Press, \$1.50), attacks the problem of providing adequate religious education for the young and at the same time preserving religious freedom. The Church must help America justify herself as a democracy in the eyes of the world and of her own people by providing a religious foundation for citizenship. The second part of this book contains plans and programs for week-day religious instruction. The author is Professor of Religious Education in the Yale School of Religion.

Walter S. Athearn, who holds the chair of Religious Education in Boston University, presents in "Religious Education and American Democracy" a constructive program for the religious education of the American people (The Pilgrim Press, \$1.50). Enlarging upon the President's admonition that we must make the "world safe for democracy," he writes: "The world will never be safe for democracy until intelligence and godliness are the common possessions of the whole human race. . . . The present war will have been waged in vain, if it hands democracy over to an ignorant and godless people."

When the news came that Donald Hankey, the evangelist, had been killed in action on the Somme, in October, 1916, those who had known of his far-reaching work and brilliant gifts felt a sense of personal and intimate loss. In "A Student in Arms" he had written of the life of the new army as he knew it, and of the officers

and men who were his comrades and friends. In "The Church and the Man" (Macmillan, 60 cents) he tried to point the way to make the Church a better, more vital, more efficient, and more healthy body for Our Lord Jesus Christ. Partly biographical, his chapters have a thrilling interest, and carry the potentiality of a nature that faced life and death and conquered both. He outlines the religion of the future, and what it will mean to the average man who tries to live a clean life. And, in no uncertain words, he calls upon the Church to face the question of social distinctions and make brotherly love a practical thing which will take account of facts.

The Right Rev. Charles D. Williams, Protestant Episcopal Bishop of Michigan, analyzes the new social conscience of the age in "The Christian Ministry and Social Problems" (Macmillan, \$1). He sees the social problem, basically, as an economic problem, that of the distribution of wealth, and calls upon the Church to examine itself, inasmuch as it has become in the eyes of the privileged classes "a bulwark of conservatism, right or wrong." He has not feared to say that the Church has largely lost the masses who followed Jesus, and won the classes who crucified Him. The first duty of the Church to-day must be to make the idealistic doctrine of the socialistic gospel spiritually adequate. We must meet practical problems in practical ways, but we must have behind our efforts a faith and a God.

"Religion and the School," an essay by Emil Carl Wilm (The Abingdon Press, 75 cents), suggests ways in which schools can coöperate with the Church, and by the adaptation of Greek ideals to modern secular and religious education surmount the problem of religious freedom in education.

"Missionary Education in Home and School" (Abingdon Press, \$1.50) contains the results of fifteen years of study and work by its author, Ralph E. Dittendorfer, in the field of missionary education. This book will be inspiring to parents, teachers, and all who are interested in the task of building a character in growing boys and girls. The first part of the book develops the principles necessary to making the gospel of Christ effective in every relationship of life; the second gives special methods for the religious and ethical education of children, young people and adults, in preparation for the day when the nations of the earth shall be as the members of one family.

"The Missionary Education of Juniors," by J. Gertrude Hutton (New York: Missionary Education Movement, 60 cents), should be in the hands of all Sunday-school superintendents and Sunday-school teachers of primary grades. It is the first of a series of handbooks on graded missionary education in the church, school and home, now in the process of preparation, that endeavor to instill the inner spirit of missionary enterprise. A carefully prepared list of books for children to read, a helpful bibliography for those who are studying missionary education, and two charts of child development complete a comprehensive and much-needed volume.

## WITH THE POETS

MR. CLINTON SCOLLARD writes in the introduction to "The Poems of Frank Dempster Sherman" that if one attempts to trace Mr. Sherman's poetic ancestors, it is to Herrick and Lovelace, and Carew among the elders, and to Aldrich and Dobson among the moderns that he owed most. Readers who know Mr. Sherman's lyrics—and they are legion—will agree, for no more limpid, liquid voice of song has been raised from our shores, and no other American poet has so eloquently revealed the joy that abides in every external object and within every relationship of life. The poet was born at Peekskill, N. Y., in 1860, and died in 1916. He was a graduate of the School of Architecture at Columbia University, and for many years preceding his death had been Professor of Graphics at Columbia. Professor Franklin H. Giddings tenders the following tribute to his work in the university: "His own exquisite workmanship was more than talent; it was also fidelity." This was true both of his professional career and of his authorship. In poetry he mastered technique until technique was lost in the freedom of the swift-playing fountains of his thought.

His poems for children, "Little Folk Lyrics," are aside from Stevenson's "Child's Garden of Verse," the most captivating and idyllic of all the poetry that has been written especially for children. And it is in the crypts of childhood-memory in grown-ups that Frank Dempster Sherman's memory will rest secure so long as the poetry of to-day shall be remembered. Into this single volume are gathered the poems of six former collections: "Madrigals and Catches," "New Waggings of Old Tales," "Lyrics for a Lute," "Little Folk Lyrics," "Lyrics of Joy" and "A Southern Flight."

On the 9th of April, 1917, Robert Ernest Vernède,<sup>2</sup> poet and novelist, joined the immortal company of men of letters who had given their lives on the battlefield for England. He enlisted early in the war as a private in the Royal Fusiliers, but soon received a commission in the Rifle Brigade. He was wounded while leading his platoon in an attack on Havrincourt and died the same day. Around the cross that marks his grave in the French cemetery at Lechelle, his comrades planted a bowl of daffodil bulbs, which had been the delight of the poet when they flowered in the company mess. In the eloquent tribute to Vernède by his personal friend, G. K. Chesterton, there are the following sentences:

"He always remained, even in face and figure, almost startlingly young . . . He had everything, even in his very appearance, something that can only be called distinction, something that might be called in the finer sense, race. . . . No printed controversy or political eloquence could put more logically, let alone more practically, the higher pacifism, which is now resolute to dry up at the fountain head the bitter waters of the dynastic wars, than the four lines from one of

his finest poems ('Before the Assault'), ('War Poems and Other Verses'):

"Then to our children, there shall be no handing  
Of fates so vain, of passions so abhorred . . .  
But peace . . . the peace which passeth  
understanding . . .  
Not in our time . . . but in their time, Oh  
Lord."

Because of their exalted interpretation of the spiritual quality of love, "Sonnets of Sorrow and Triumph,"<sup>3</sup> by Ella Wheeler Wilcox, will take their place beside Mrs. Browning's "Sonnets from the Portuguese." They are a tribute to the memory of her husband, the late Robert M. Wilcox, and a message to the world of her conviction that the dead have never died, that the individuality not only lives on possessed of the sheathings of personality after the physical vehicle is laid aside, but can communicate with the living through the finer sensibilities of the human organism. Triumphant over the grief and the separation life brings, the poetess sees all things reconciled at last, beyond our vision of to-day, within the will of God.

"Grief and joy are one to God

Who beholds tomorrow;

We shall see with his eyes when the Way is  
trod—

We shall understand the scheme of this life of  
sorrow;

Every voice that now complains yet this truth  
shall tell,

He who doeth all things, doeth all things well."

Poignant, and a bit world-weary, yet utterly lovely in their lyric beauty, are the songs of love in Jessie B. Rittenhouse's book of short singing poems, "The Door of Dreams."<sup>4</sup> While the author is widely known as a critic, anthologist and lecturer on poetry, this is the first volume of her poems which has been given to the public. One of the war poems, "A Nightingale of Fresnoy," will live with the best poetry that has come out of the wrack of war.

"Love Songs,"<sup>5</sup> by Sara Teasdale, includes love poems gathered from the pages of previous books, together with recent poems which have not been collected. They are of a perfection unattainable save by the true singer—music which when once heard cannot die in recollection. Here is the poet's credo:

"From my spirit's gray defeat,  
From my pulses's flagging beat,  
From my hopes that turned to sand  
Sifting through my close-clenched hand,  
From my own fault's slavery,  
I can sing, I still am free.

"For with my singing I can make  
A refuge for my spirit's sake,  
A house of shining words, to be  
My fragile immortality."

<sup>1</sup> Poems of Frank Dempster Sherman. Edited by Clinton Scollard. Houghton, Mifflin. 300 pp. \$5.

<sup>2</sup> War Poems and Other Verses. By Robert E. Vernède. London: William Heinemann. 87 pp. 5s.

<sup>3</sup> Sonnets of Sorrow and Triumph. By Ella Wheeler

Wilcox. Doran. 69 pp. \$1.

<sup>4</sup> The Door of Dreams. By Jessie B. Rittenhouse. Houghton, Mifflin. 63 pp. \$1.

<sup>5</sup> Love Songs. By Sara Teasdale. Macmillan. 91 pp. \$1.25.

# MACHINERY OF WAR FINANCING

THE point has now been reached in the progress of the war where a complete separation has to be made between what is essential and what less essential to victorious accomplishment. This means that practically every field has been or is being entered by the Government, with more or less autocratic powers, and determination made of what shall be sold, what price paid, what new establishment created, what moneys raised, and so forth.

The latest form of supervision is over securities. Coal and capital are two essentials to industry. By withholding either an industry would in time dry up. Obviously, if there were resistance to demand that a plant engaged in the manufacture of luxuries should slow down and release men for a shipyard or munitions factory, the Government might readily say that such a plant in the present crisis was not entitled to have fuel, in which case the labor question would settle itself automatically.

In another instance, a company producing goods that were not essential either to the war program or to the comfort of the people might wish to expand and require fresh capital for such expansion. If it had the cash on hand it could go ahead with its program, but if expansion meant banking accommodations, either short-time loans or long-term bonds, the only way either could be granted would be through government permission. Obviously this would not be granted, and again an automatic check on wasted effort would be applied.

Late in January a bill was introduced in Congress to authorize the formation of a War Finance Corporation whose functions should be those of determining the essentials in current finances and of providing a means of supplying accommodation where this was judged to be desirable. The authority of the corporation rests with the Secretary of the Treasury and four appointive members of a board; the capital stock is to be \$500,000,000, all owned by the United States, with notes to the amount of eight times this capital available of issue.

Prior to the announcement of this measure

there had been created what was known as a Capital Issues Committee which worked with the Secretary of the Treasury and the Federal Reserve Board. The purpose of this was to determine what corporations, States, or other political sub-divisions, were entitled from their individual circumstances or functions to place new securities. The board was one entirely of review. It had no power to place funds at the disposal of the concern whose relation to the war program was intimate enough to warrant the use of fresh capital. What it planned to do was to retain for the purposes of the Government as much of the available capital as could be controlled without harm to the productive capacity of the country in war essentials.

The War Finance Corporation is conceived on a much larger scale and is really the medium through which all issues by corporations will be regulated. It does not enter the field of railroad financing, as that is covered in the administration railroad measure.

The section of the bill which describes the chief function of the corporation reads as follows:

No person, firm, corporation, or association shall sell, or offer for sale or subscription, any issue, or part of any issue, of securities hereafter issued, the par or face value of which issue shall be in excess of \$100,000, except in accordance with such rules and regulations as the corporation, with the approval of the Secretary of the Treasury, shall prescribe, nor, when required by such rules and regulations, except as permitted by licenses granted by the corporation.

No attempt will be made here to go into a detailed discussion of the bill, which is revolutionary in character and strictly a war act, restraining and controlling and also enlarging the banking functions of the Government, as it has been found necessary to do in every other country at war. There are several features of the bill on its constructive side that are worth setting out and others to which attention had been called early in the debate on the bill which may eventually react on the currency system of the country.

It is well known that the cash requirement of corporations engaged on war contracts are very heavy. The government frequently has to advance as much as 30 per cent. of the full amount of its liability. For several months industrial concerns have been placing their short-term notes at rates of interest as high as 7 and 8 per cent. Banks have not been in a position to give large accommodation. The law forbids them to lend to any one borrower more than 10 per cent. of capital and surplus. The result has been that, in negotiations involving \$3,000,000 to \$5,000,000, there were frequently half a dozen institutions pooling their resources in behalf of the individual borrower. Furthermore, the banks in the next few months will have to make large temporary advances to their business clients for payment of excess profits taxes.

The War Finance Corporation comes to the aid of the industrial borrower who requires in excess of \$100,000. After examination of the essential character of the borrower's business, it issues its notes or obligations at par in payment for advances made. These notes are a "first and paramount floating charge on all the assets of the corporation." The notes mature "not less than one year nor more than five years from the date of issue." The notes may be dealt in by the Federal Reserve Banks "in the same manner and to the same degree as bonds or notes of the United States not bearing the circulation privilege and Federal Reserve Banks may rediscount and purchase paper and make advances secured by such notes in the same manner and to the same extent as they may purchase or rediscount paper or make advances secured by bonds or notes of the United States."

The Federal Reserve Bank was created chiefly to assist on the commercial side of banking. There has been no provision for securities such as the great banks of Europe have assumed for years and which had become, just before the war, one of the greatest functions, viz., that of bringing the borrower in the form of corporation, State, or municipality into conjunction with the lender, in the form of the capitalist or rentier. This deficiency in our system has had to be supplied in this emergency.

The fear that banking experts have is that the notes which the Federal Reserve Bank will rediscount may become excessive and be slow to liquidate, and that, consequently, we shall have a serious phase of inflation.

Preference would be given by some to an emergency currency of the Aldrich-Vreeland bill type, which would be driven in under high taxation. The answer of the advocates of the administration bill is that only a small proportion of the \$4,000,000,000 of notes allowable, or eight times the \$500,000,000 share capital of the War Finance Corporation, will be issued. If the war goes on for two years longer this sum and probably more, too, would be required to meet financial needs.

Another feature of the bill is that it permits the Corporation to "subscribe for, acquire, and own, buy and sell, and deal in bonds and obligations of the United States to such extent as the Secretary of the Treasury may from time to time determine."

Not much emphasis has been placed on this provision, for there is no disposition to call attention to the steadily increasing discount on the two issues of Liberty bonds. It has been felt for some time, however, that the Government should be in a position where it could use funds to take up either the  $3\frac{1}{2}$ s or 4s at a discount and give some stability to the market. The second 4s are now at 95. Only about 3 per cent. of the outstanding amount of \$3,800,000,000 has been dealt in on the decline from par, indicating that, had there been an even moderate fund to absorb forced sales, the condition of the market would have been improved. The difficulty now is with a 5 per cent. discount as a handicap in selling further amounts of 4s at par.

In Great Britain the operation of taking up government issues offered for sale below the issue price has been very successful. The sinking fund is a convenient vehicle of the corporation to cancel a portion of its debt under the advantageous circumstances of a temporary depression in prices. There are many instances where companies in the last few years have, with abnormal earnings and cash supplies, taken in bonds at a heavy discount which they would be called upon to contract for at par on a premium in some future year of maturity.

With larger amounts of bonds outstanding in England than in the United States, a comparatively small fund has been satisfactorily employed in keeping the market steady. In France the Government is permitted to use \$10,000,000 a month in protecting its outstanding loans.

Owing to the fact that government expenditures have been below the estimates,



that many corporations and individuals who were always large subscribers to loans have not been able to estimate the amount of their income taxes, and due to the unsettlement of business by reason of the industrial suspension ordered by the fuel administration and congestion of traffic on account of bad weather, the date of the third Liberty loan has been set forward about a month. Meanwhile the current requirements of the Government are being met with bi-weekly issues of \$500,000,000 certificates of indebtedness bearing 4 per cent. interest and of short maturity. These will be chiefly taken by the banks, which have been requested by the Secretary of the Treasury to set aside a certain percentage of their deposits each week for this fund. The total to be raised under this arrangement is \$3,000,000,000.

This follows the method used in England, where there is a constant sale of Treasury notes under way and the shocks and derangements to investment markets from new offerings and national concentration of great

loan "drives" materially lessened. The effective working out of the War Finance Corporation scheme should be a helpful influence for the third loan if it relieves the impasse in industrial financing which had begun to approach in seriousness and prejudice to national financing the condition obtaining in the railroad field before the President's proclamation of December was made.

It is obvious, however, that a great power rests with the Secretary of the Treasury and his four assistants, who may easily determine the life or death sentence of a corporation that comes before them asking aid. The personnel of this board is, therefore, of highest importance. Taking his appointments on the Railroad Board as an indication it is fair to assume that the Secretary of the Treasury will select only men who have the training and sense of responsibility that would entitle them to preside over what may prove to be one of the most influential bodies which the war has brought into existence at Washington.

## INVESTORS' QUERIES AND ANSWERS

### No. 913. SOME GOOD BONDS TO YIELD 5 PER CENT AND UPWARDS

Would you consider the following securities gilt-edge investments?

Interborough Rapid Transit refunding 5's.

Great Britain secured 5½'s.

Province of Alberta 5's.

Dominion of Canada 5's.

What would you suggest for the further investment of \$5000 for a yield of at least 5 per cent?

While, on account of the vulnerability of the market positions of these bonds, it would probably not be right to consider them strictly gilt-edge investments, we believe in the integrity of them all; that is to say, we see no indications that they are not likely to be paid at maturity.

If you already have investments in these issues, it seems to us that you might well employ whatever surplus capital there is now at your disposal in the purchase of some of the better-grade domestic corporation bonds—such, for example, as Atchison, Topeka & Santa Fé adjustment mortgage 4s, Illinois Central collateral trust 4s of 1953, Union Pacific first refunding 4s, Oregon-Washington Railroad & Navigation refunding 4s, New York Central consolidated mortgage 4s, American Telephone & Telegraph collateral trust 5s, Tri-City Railway & Light first and refunding 5s, Topeka Railway & Light first and refunding 5s, Cleveland Electric Illuminating first mortgage 5s, Utah Power & Light first mortgage 5s, and Union Electric Light & Power (St. Louis) refunding and extension 5s. These are all well-established issues of their respective classes whose current prices represent yields of from slightly over 5 per cent. to nearly 6 per cent. at the coupon rates. There are other offerings of equal merit.

### No. 914. ABOUT THE MARCONI COMPANIES

I understand there are several Marconi companies—the American, Canadian, and possibly others. What I especially wish to know is in regard to the American company. Is the stock regularly dealt in? What is the par value? Is the company paying dividends?

The shares of the Marconi Wireless Telegraph Company of America are regularly traded in on what is known as the "curb market" in New York, being quoted at the time this is written at about \$3.50 per share. Their par value is \$5.00 per share.

Our records show that this company has outstanding approximately \$10,000,000 of capital stock, on which only one dividend has yet been paid, and that as far back as August, 1913. The company seems to be making some progress in the development of earning power, having shown for the year 1916, the last period for which figures are now available, net earnings which were equivalent to about 2.60 per cent. on the stock, compared with net earnings which were equivalent to about 1.90 per cent. in the year 1915.

There are, as you have been given to understand, several other Marconi companies, namely, the Marconi Wireless Telegraph Company of Canada, Ltd., Marconi's Wireless Telegraph Company, Ltd., of Great Britain, and the Marconi International Marine Communication Company, Ltd., of Great Britain. We have never heard of any transactions in this market in the shares of either of the British companies. Occasionally, however, we believe there is a transaction in the shares of the Canadian company, which, like the American company, is not now on a dividend basis.

# THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

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#### HON. NEWTON DIEHL BAKER, SECRETARY OF WAR

(The announcement of Mr. Baker's arrival in France on March 10 gave the country its first intimation that he had left Washington. He has been familiarizing himself with all the conditions surrounding our own expeditionary troops, from their ports of debarkation on the French coast to their trench lines on the Lorraine front. He has also had opportunity to confer with the military and political authorities of France and Great Britain. He will find certain differences regarding war administration well adjusted when he returns. Mr. Baker is now in his forty-seventh year, and is considerably younger than any other member of the Cabinet. He was Mayor of Cleveland, Ohio, for the four years 1912-16, and had been City Solicitor for the previous ten years. He was appointed to succeed Mr. Garrison in the Cabinet in March, 1916. His early home was at Charlestown, West Virginia, and he is a graduate of the Johns Hopkins University and the law school of Washington and Lee University)

# THE AMERICAN REVIEW OF REVIEWS

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## THE PROGRESS OF THE WORLD

*This magazine is mailed at the usual time; and under normal conditions it should reach its readers throughout the country on the first day of the month. If it is delayed, the cause is to be found in war-time congestion which affects the railroads and therefore hampers the postal service.*

*The  
Great  
Offensive*

*As the presses were ready to turn out this issue of the REVIEW, the terrific German drive against the British front had opened. When the reader turns our pages he will find—beginning on page 371—the discussion, by Mr. Simonds, of the various opinions that were current about the middle of March regarding the prospects of such an offensive. We shall all have been following the news in the daily papers with intense concern. In our May number Mr. Simonds will describe the great events that had begun on March 21 and had developed so astoundingly.*

*American  
Unity*

Certain journalists and British officials arriving in this country within recent weeks have privately expressed themselves as astonished to find such harmony of political opinion and such unity of feeling in the United States. They had come from an atmosphere so different that it was an agreeable surprise to discover the sincerity with which Americans were supporting the President as war-time leader of the nation, and the vigor with which this country was throwing its energies and resources into the business at hand. From the American standpoint, the great war, whatever it might have been in its earlier stages, has now become a crusade for order, decency, and safety on sea and on land. In a country of political groups, where the machinery that selects candidates and carries on elections is in the hands of great rival parties that are two or three generations old, it is not possible, even in war time, to have party distinctions wholly disappear. We are coming into the early stages

of preparation for the election of a new Congress; but we do not have to consider the election of a President for two more years. Our principal executive officials have a fixed tenure, while our Army and Navy leaders, having been professionally trained for their life work, constitute a group which we shall not fail to treat with due respect and to support to the utmost in their efforts to uphold the honor of the country.

*Criticism of  
Methods Is  
Helpful*

In no previous war period of our history has there been anything resembling the unanimity of support that is accorded the Administration in its present war measures. So overwhelming has been this spirit of national solidarity that it has been attended with some incidental dangers. The nation having thus fully accepted the President's expressions of the country's aims, there has been a tendency to assume that nobody at Washington could make mistakes in laying out a practical war program. This periodical has supported the President's policy with unflinching appreciation, while not shirking the duty of discussing the practical steps to be taken in making America most efficient and successful in its support of the Allied cause. Thus, while endorsing to an unlimited extent the Government's great financial programs and its campaigns for food production and for shipbuilding, we have taken the view that the Army policy was being pushed more rapidly than the other parts of the national program justified. We have considered that the draft law, as put into practice, was concerned too exclusively with obtaining soldiers, and was worked out by

men who did not at first wholly understand the equal importance in our first year of the war of the Government's industrial and agricultural policies, as definitely adopted.

*Improving Morale* But whatever mistakes were made only served to demonstrate the fine discipline of the country. The draft regulations, in spite of their earlier mistakes, were carried out conscientiously by the officials and devotedly by the country. Fortunately, the officials have been willing to learn, have seen their mistakes, have entirely revised the regulations, and future applications of the draft law will be with due regard to the needs of shipbuilding, of railroading, and of farming. The cause of the Allies will be greatly benefited by modifications of our program that will make all of its parts more successful. We are just now completing our first year as one of the belligerent powers in the great war. As we enter upon our second year, we find our two fighting services, the Navy and the Army, each giving an excellent account of itself as respects its personnel and its spirit. The country is supporting both services without stinting men or money.

*Standardizing War Industry* Turning for a moment from the fighting phases of the war to those that involve the equally necessary efforts of the nation as a whole, we find that the two foremost tasks as we enter upon the second year of the war are the production of the largest possible amount of food in the crop season of the present year, and the speeding up of the shipbuilding program. Both of these vital matters are affected seriously by the shortage of labor. The ships are building in a great number of new yards. We are rapidly introducing into shipbuilding the principles of uniform quantity production, on what is known as the standardized plan. Germany uses this plan in constructing her submarines. Certain parts of the boats are made in shops and mills scattered variously throughout the country. These parts are assembled where they can be put together rapidly, the result being a considerable number of finished boats that are exactly alike with interchangeable parts. At present our shipbuilding program is encountering delays and difficulties; but we are inclined to the opinion that after a few months more the output will become surprisingly large. The labor for building ships can be supplied in great part by estab-

lishments making articles for which there is a diminished demand in war time. The standardizing methods are adopted for various war supplies, and are to be applied in the national railroad service.

*Meeting the Farm Labor Shortage* The problem of farm labor is more difficult, because, contrary to the opinion of many people living in cities, the efficient farmhand is very much harder to train than the artisans who work in munitions factories or in many so-called skilled trades. This is because there are so many different kinds of work to be done on the ordinary farm. High wages in many kinds of industry have within three or four years taken away scores of thousands of workers from the farms, while the Army has drawn away hundreds of thousands. Fortunately, it is now the apparent purpose of the authorities at Washington not only to defer the taking of necessary labor from the farms in the drafting of soldiers, but also, in so far as possible, to allow trained soldiers now in the camps who are skilled farmers to be furloughed for helping in harvest time and at the critical periods of the farm season. States and localities are making most commendable efforts to sustain their farm production, and our worthy war governors are showing bold leadership and adopting many innovations in their endeavor to see that crops are plentiful and that there shall be a harvest time following a seed time. Governor Sleeper of Michigan, in this number of the REVIEW, sends a welcome message to our readers concerning the policies and efforts that his State has entered upon in view of the emergency.

*The Present-Day Farmer's Capacity* The Department of Agriculture at Washington, with its thousands of agents and representatives throughout the country, has been finding out where labor is most needed, where there is lack of seed grain, or where transportation facilities are required to supply fertilizers and farm machinery. Fortunately, the typical American farmer is precisely the opposite of that slouchy personage that one sees on the stage or in the comic papers. He has a remarkable skill in the use of varied machinery. If he has not been plowing with a tractor, he has been merely waiting for the manufacturers to get through the experimental stage and give him a serviceable machine at a proper price. Millions of gasoline and kerosene engines of all sorts are





Photograph from *Commercial Vehicle*

**THE NEW "LIBERTY" MOTOR TRUCK BUILT ON THE ARMY'S PLANS—AN INSTANCE OF STRICT STANDARDIZATION**  
(These trucks are steadily moving across the country in fleets from the factories, carrying war material and using designated highways)

in use on American farms; and the productive capacity of the individual American farmer is very large, by reason of his use of machines.

*The Demand  
On Our  
Farmers*

The lack of efficient farm labor is not due merely to the drafting of young farmers to serve in the army, although more than half a million of them are in military uniform. The abnormal wage conditions, and the demand for labor in the munition plants and in the rapidly expanding war industries, have taken probably an even larger number of men from farm work to draw high pay and have a change of experience in this period of general unrest. The reaction upon the wages of farm labor is sharper than most employing farmers can well meet, even with the increased price of farm products. The danger, therefore, is that there may be some actual shrinkage in both the acreage and the efficiency of standard-crop production, or at least that we may come short of the demand that is not content to seek good average results, but that calls for bumper crops breaking all previous records. The foreign demands for bread and meat which the United States must try to supply will be more imperative by far in the two years that lie just ahead of us than in the two past seasons.

*Will the South  
Feed  
Itself?*

Surveying this situation in its international aspects, Secretary Houston, Mr. Hoover and the Washington authorities are trying to secure the adoption of a number of plans that will lessen the danger of a food crisis. For example: Labor is relatively more abundant in the farther South than in the North; but the price of cotton is so high that the South is tempted to neglect food production in order to enrich itself by selling record crops of its precious fibre. We have been told by the Washington authorities that the South has been in the habit of buying almost a thousand million dollars worth of food from the North and West. But the South can produce unlimited quantities of grain, pork, beef cattle, poultry, and dairy products, not to mention almost every kind of fruit and vegetable. Last year the patriotic men and women of the South vastly diminished their demand upon the West and North for food articles. This year the South is going to make a supreme effort to do still better. The railroad administration may perhaps stimulate the movement for Southern self-supply in food, although of course Mr. McAdoo will not discriminate unfairly. There is a great deal of human energy in all parts of the country—and certainly among members of both races in the South—that needs arousing.



GOVERNOR HUGH M. DORSEY, OF GEORGIA, IN THE RECENT WAR GARDEN DEMONSTRATION AT ATLANTA

(Georgia is entering the garden movement with great enthusiasm this year. Governor Dorsey last month won a prize in a contest with Mayor Candler, of Atlanta, in connection with the great War Garden parade, in which thousands of school children and citizens took part)

*Value of  
Home  
Gardens*

One of the most useful of the projects that the departments at Washington are promoting is the home-garden system. Last year the garden movement met with much success and with some failure. The truck gardeners—those who undertook to supply nearby city markets with immense quantities of perishable green things at a given moment—suffered a good deal of disappointment. Potato farmers and onion farmers in some sections lost money. But corrective adjustments are being worked out, and such situations are less likely to be created this year. The greatest practical benefit from the home gardens should arise from the fact that for almost or quite six months of the year so much food can be supplied currently from the garden to the kitchen as to lessen greatly the need of buying flour, meat, and canned supplies. The nutritious vegetables—beans, peas, beets, early potatoes, sweet corn, and various others—will not only save market bills for particular families, but will in truth save the lives of hungry people in Western Europe by increasing the exportable surpluses of wheat and the other food articles that bear ocean voyages. One of the great lead-

ers in this garden movement is the Hon. P. P. Claxton, Commissioner of Education at Washington, who is himself a practical farmer and gardener, while also one of the wisest of the leaders of present-day America. He has contributed to this number of the REVIEW a statement about the army of schoolboys and schoolgirls that is to be nationalized at once for garden work. This is a movement that is not to end in words and exhortations, but is to be written in visible achievement upon bits of land in every neighborhood of the country.

*The  
Handy City  
Boy*

While it is true that efficient farm workers are not easily recruited from city people who have never lived or worked on farms, there is some chance of utilizing the new help through the increasing use of machinery. The city boy who understands automobiles, or has learned something of the use of tools in manual-training courses, can often be made useful on a farm by being quickly trained as a specialist. As Governor Sleeper explains in his statement for our readers this month, the farm tractors that the commonwealth of Michigan is distributing to farmers must be kept going all the time, and neighbors must cooperate. The city boy who has handled automobiles and understands their mechanism can be taught quickly how to operate and take care of a farm tractor, although his ploughing will have to be supervised by the experienced farmer.

*Training  
the  
"Greenhorns"*

It would be a great relief to the employing farmer if the county government or some other agency should establish some kind of simple training school for the initiation of men and boys from cities who are willing to learn farm work. Otherwise, each individual farmer has to go through the painful experience of breaking in people who are entirely green. Even a two-weeks course in such a county training school would make a vast difference. Thousands of our counties now employ an official known as the County Agent to advise and help the farmer; and these agents would know precisely how to have an elementary farm school carried on, with some inexpensive barracks adjacent to a farm that could be used for instruction. Many of the states, meanwhile, are helping the farmers to finance the purchase of additional machinery; and it is now realized that the farming situation is vital.

*Awakening  
Social  
Energy*

That war is a fearful calamity; that it is a destructive process; that it diverts energy from the calm and wholesome paths of progress: these things are admitted by all thoughtful people. It is true, on the other hand, that long periods of uninterrupted prosperity and of increasing ease and comfort, bring incidental social evils along with many social blessings. One of the evils is a tendency to come far short of a full use of personal and social energy. The terrible seriousness of a vast emergency like war arouses men to the use of capacities which had been dormant. The wastage of war is deplorable and saddening. Statesmen of conscience like Mr. Lloyd George have declared that to prolong the war for a single day beyond the chance of making an honorable peace would be an unspeakable crime. But the wastage would be still greater, and the dreary horror of war only intensified, if the community should merely act in a depressed and dazed fashion, and should not arouse itself to noble effort, putting aside sloth and self-indulgence, and uniting for the mastery of difficulties.

*Making a  
Better  
Country*

Our young men, as their courage is tested in action at sea and on the battle-front, do not fail in any of the attributes of heroism or self-sacrifice. It is the business of all the rest of us to support them, and to relieve them in every possible way. If the war is to be a



THE GREATEST SPRING DRIVE  
From the *Mail* (New York)

(While much of the work of the sturdy farmer must continue to be done by the man who walks in the furrow, it would surprise those not acquainted with present-day American farming to know how extensive is the use of labor-saving machinery, some of it highly specialized. By way of contrast, note the picture below, which presents an actual farmer driving a caterpillar tractor, which pulls a series of four ploughshares, and by working long hours can take the place of half a dozen men and twenty horses working in the old-time way)

short one, so much the better. Our soldiers must return from camp and field, our seamen from the stormy perils of the sea, to find their



FARMING BY UP-TO-DATE METHODS—A TYPICAL WESTERN SCENE



places in a better country than they had known before. If the war is to be a long one, there must be kinds of coöperative effort to support it that the country is only beginning to apprehend. We must not let this nation "run down" or "wear out." If mistaken policies had, as we think, made our railroad system unfit for its tasks, we must build it up even while prosecuting the war—standardizing rolling stock and unifying a thousand processes with the wastage of competition all removed. We can make transportation serve the people better than ever before. Articles in this number of the REVIEW show how the use of motor trucks and the improved highway system can supplement the services of the great steam railroads. Meanwhile, many things can and must be done in the enlarged use of resources hitherto undeveloped.

**Secretary  
Lane's  
Proposals**

For instance, we have at the head of the Interior Department a public man who has prophetic vision as well as administrative efficiency. For several years he has been trying to build up the country through the better use of its natural endowments. He knows the hidden wealth of our public lands. He understands in terms of human welfare what it means to allow the great water powers of the country to remain unutilized. Secretary Lane has recently shown to the country what a saving of ocean tonnage there would be if we made prompt use of certain mineral deposits of our own, and thereby relieved the ships from the bringing in of like material from distant places. For a number of years Secretary Lane has tried to bring about a final solution of the problem of allowing capital to develop water power, while safeguarding the future public interest. Not infrequently during the past five years have we expressed the too sanguine opinion that Congress was about to settle this important matter under the leadership

of Secretary Lane. If better use of water power had been made previous to our entrance into the war, the railroads would have been relieved of a large part of their burden of hauling coal, while the severe shock to industry of the recent fuel famine would have been wholly avoided.

**The New  
Water-Power  
Bill**

Last month Mr. Lane went before the proper committee of the House of Representatives to explain a bill that has been advocated in a joint letter issued by himself as the head of the Interior Department and Secretaries Baker and Houston on behalf of their Departments. This measure retains the best features of the Shields bill, which goes to the House from the Senate, but has amendments which meet existing conditions. The bill provides for the creation of a Federal Power Commission to be composed of the Secretary of War, the Secretary of the Interior, and the Secretary of Agriculture. Its purpose now is not only to provide for the development of water power, but also for the improvement of navigation. Instead of a wasteful plan of river improvement, we are to have an efficient plan, so that the dams are to give us an immense increase of electric power, and we are also to have river and canal conditions that will afford the use of many thousands of barges for heavy traffic. It takes time to build dams and install power plants; but that is precisely the reason why we must make an immediate beginning. Our fault has been that we have lived too much from hand to mouth in our development policies. Mr. Lane has expressed it well in a letter he has written to the editor of this magazine, and which we are printing herewith. One of the causes of delay in water power development heretofore has been the demand of certain interests in the West that the Federal Government should relinquish its control and give it to the States. But it is believed that all



HON. FRANKLIN K. LANE  
(Secretary of the Interior)

**A LETTER TO THE EDITOR, ON WATER POWER**  
**FROM HON. FRANKLIN K. LANE, SECRETARY OF THE INTERIOR**

*The thing that a democracy is short on is foresight. We are too much embedded and incrustated in the things that flow around us during the day, and think too little of the future. For five long weary years I have been agitating for the use of the water powers of the United States. We estimate the unused power in tens and tens of millions of horsepower. Right in New York you have in the Erie Canal 150,000 horsepower, and on the Niagara River you have probably a million unused. If you had a great dam across the river below the rapids we should have water power in chains like fire horses in their stalls that could be brought out at the time of need.*

*But we are thinking in large figures these days, and while we used to be afraid to ask for a few hundred thousand dollars we now talk in millions. Some day we may realize that to put the cost of a week's war into power plants in the United States would be money well invested.*

*John D. Ryan called on me the other day. He said that he has an unused power plant on the Missouri River developing 150,000 horsepower that he is going to put into the reduction of manganese ore, and when he gets to capacity five ships of 5,000 tons each can be taken off of the run from Brazil and put into the business of carrying supplies across the Atlantic. The ore is there, and by Mr. Ryan's foresight the power is there.*

*We have no law under which private capital feels justified in investing a dollar in a water power plant where public lands are involved, because the permit granted is revocable at the pleasure of the Secretary of the Interior, and capital does not enjoy the prospect of making its future returns dependent upon the good digestion of the Secretary. But if we can get this bill through which I enclose we will be able to handle the powers on all streams on the public lands and forests and on all navigable waters, and give assurance to capital that it will be well taken care of if it makes the investment. Such a bill should have been law long ago, and I have been fighting for it for five years. We are coming nearer to it every month. Perhaps before this session of Congress ends it will pass.*

elements will now accept the plan of the Federal Commission, and that private capital will be willing to make investments on the terms provided in the bill.

*Minerals for  
Making  
Munitions*

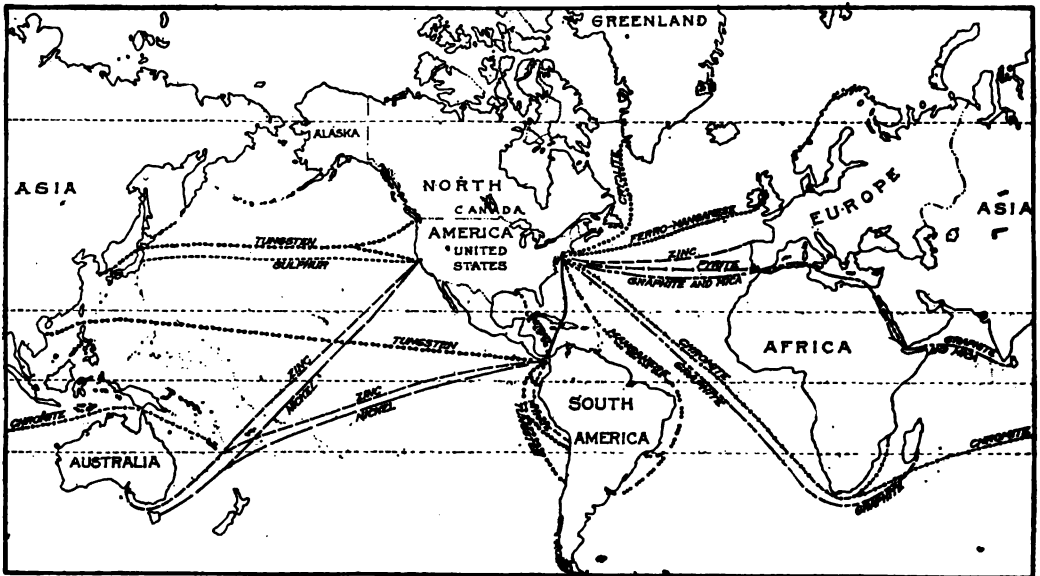
We are reproducing on the next page a map prepared under Secretary Lane's direction, showing the ocean routes by which we bring to this country two million tons a year of certain minerals which, as he assures the public, can very quickly be developed at home, thus saving ocean tonnage. These include the most important materials for the making of munitions. High-power explosives require nitric and sulphuric acids, and these are made from materials now largely imported. Sulphur, pyrite, graphite, tin, mercury, potash, tungsten, manganese, chromite, magnesite and mica are among the materials to which Secretary Lane refers, a number of them being essential in metallurgical processes. Mr. Lane has asked Congress to make a

special appropriation so that our scientific and technical experts can work out the practical methods for utilizing the deposits of all those minerals which are known to exist in this country. The Bureau of Mines has made its survey of the pyrite deposits and the principal sulphur fields. It has studied the manganese deposits, and is confident that we can readily produce great supplies of acids and other materials. We have plenty of scientific ability, and we must not hesitate to utilize it for national ends with as much foresight and determination as Germany has shown with far inferior resources to work upon. The experts ask public support.

*Building  
for the  
Long Run*

There lies in the minds of far-sighted men like Secretary Lane and Secretary Houston the unshaken purpose to give the country much that is valuable in permanent development while rising to meet crises of war emergency. Secretary McAdoo has the same constructive





SECRETARY LANE'S MAP SHOWING THE OCEAN ROUTES OF CARGO VESSELS THAT BRING VARIOUS MINERALS NEEDED FOR WAR INDUSTRY TO AMERICAN PORTS

purpose in his transportation plans. While concentrating on the haulage of materials most necessary for the war, the Director-General of Railroads wishes to maintain general business activities in so far as possible, and to find the railroad system in better permanent shape at the end of the war than at the beginning. In like manner the Shipping Board is looking to the future of our commerce; and in providing for the building of cargo carriers the Board realizes that it is almost as easy to give a permanent character to the new shipyards and port improvements as a purely temporary one for war objects. Even the War Industries Board has undoubtedly in mind not merely the transmutation of factories making musical instruments or sewing machines into establishments fabricating weapons or war supplies, but *vice versa*, the ultimate turning back of many munition plants into factories for the making of things demanded in normal times.

*Good Houses  
for  
Everybody.*

One of the most notable of these statesmanlike endeavors to make war activity serve also the ends of permanent human progress is that for improved housing. Congress has responded to the Administration's demand with an initial grant of \$50,000,000, which is to provide a beginning particularly for the housing of workers in the shipyards. Ships must be built where they can be launched in navigable water. New yards cannot all be placed in

immediate proximity to large towns. Even where such towns are near, the sudden concentration of thousands of workers in new war industries creates demand for housing accommodation that requires much new building. Contractors who are expected to build a certain number of ships for the Government within a short specified period find their chief difficulty in securing an efficient labor supply. Many of these shipbuilding companies cannot afford, unaided, to invest millions in providing houses for their employees. To expedite the shipbuilding it becomes necessary to meet this housing problem. The directing minds fortunately are agreed that even in war-time we can afford to deal with housing questions in a civilized way. Good builders, good architects, good sanitary engineers, are to see that the new houses for workmen are comfortable, modern, and suitable for an intelligent democracy. This country of ours is not destined to be one of contrasting palaces and hovels. We are within months, rather than years, of a day when some at least of our States will ordain that no family of its citizens shall be indecently housed. This should be one of the great slogans that ought to prevail with the granting of full political rights to women. Thus the appropriation at Washington of \$50,000,000 as a starter for housing certain classes of war workers may well lead to a movement throughout the land for the providing of a decent home for every household.

*Uncle Sam's  
Huge Insurance  
Business*

The thing that would in any case have given Mr. Lloyd George a permanent place in the history of British social progress was his leadership, some years ago, in the establishment of a national system of insurance for working people against the hazards of sickness, accident, and old age. Excepting for the miseries of war, the fact of poverty has been the greatest curse of mankind in modern times. It is one of the most appropriate functions of an organized democracy to mitigate such evils by promoting thrift and providing safeguards. The principle of insurance is one of the most beneficent that mankind has put into practise. It is notable, therefore, that the Government of the United States has now become the greatest insurance company in the world, in the aggregate amount of the policies it has already written under the novel system of soldiers' and sailors' insurance and war risks that Congress adopted last October. Professor Lindsay, who was active in helping to work out the system when the bill was pending, writes for us this month on the scheme as now in force, giving particular attention to those more temporary phases, the allotments and allowances for dependent families. Looking to the future, it is safe enough to say that this experience of ours in the field of governmental life insurance will lead to projects for surrounding workmen and their families with the safeguards of a system that will greatly lessen that dread of poverty which, heretofore, has so clouded the lives of millions of deserving and industrious men, women, and children. Having taken up marine insurance in the face of submarine risks, Secretary McAdoo dares to insure the lives of soldiers approaching the front.



A TYPICAL COTTAGE OF FOUR ROOMS—ONE OF MANY BUILT BY A PENNSYLVANIA SHIPBUILDING COMPANY FOR ITS EMPLOYEES



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HON LEO S. ROWE, ASSISTANT SECRETARY OF THE TREASURY

(Dr. Rowe is well known as professor of political science in the University of Pennsylvania, and executive secretary of the permanent High Commission of American Republics. Last year he became one of the Assistant Secretaries of the Treasury, and among other things has been active in helping to create the Government's system of insurance for soldiers, which is now more directly managed by Assistant Secretary Love)

We have just remarked that *Insurance Against World-War* next to the miseries of war, the greatest evil of modern civilized countries has been the dread, and the realization, of the miseries of poverty; and we have suggested that applications of the principle of insurance—as in several European countries—can greatly lessen the unhappiness and suffering that sickness and old age bring to the poor. There is another application, however, of the principle of insurance that we have frequently advocated in this periodical, as applying to the supreme misery—that which war brings to mankind. The great goal to be attained is the establishment of a mutual insurance society for doing away with wars, and for the protection of the associated nations against any outlaw race or tribe that may choose to disturb the peace by an appeal to force. This league of nations for disarmament, for friendship, and for the adjustment of difficulties by rational means, may be nearer at

hand than the cynical are inclined to think. More and more each month the Allies are inclining toward this American point of view, and are putting aside their rival and separate aims of national aggrandizement. The supreme application, then, of the principle of insurance is to be found in the League of Nations that will protect the world against the unspeakable sorrow and misery of war.

*The Navy  
Our Best  
Protector*

Meanwhile, investment in self-defense, as against the designs of aggressive enemies, is a form of national insurance that has to be adopted. Little Switzerland, so situated as to be contiguous to four great powers, all of them engaged in war, while relying in part on the appeal to European good-will, never for a moment forgets that every young Swiss citizen must be trained to fight with modern weapons in order that the largest possible army may in the shortest possible time be mobilized as against any aggressive neighbor. In ordinary times, an island nation like Great Britain maintains a great navy as a

means of insuring to its people freedom from attack and a supply of food and other essentials. The United States, relatively to the powerful nations of the world, is also an island. Its best and cheapest form of insurance in times past has been the maintenance of an effective navy. As a continued safeguard against the danger of delay in securing the league of nations, with its policy of disarmament, the best possible form of insurance for the United States is to be that great American navy for which President Wilson and Secretary Daniels have declared themselves.

*Our  
Accepted Naval  
Policy*

Not only must we increase the navy with immediate reference to the German submarines, but we must also look to the development of our sea power by the carrying out of the full naval program, which requires swift armored cruisers and the most powerful battle-ships as well as the submarines, the destroyers, and the smaller vessels. As we have more than once remarked, we could have avoided the war with Spain and settled the Cuban question by negotiation, if our fleet had been stronger by only a few more ships. Spain's navy, in tonnage and guns, was about equal to ours. European experts encouraged Spain to fight on the ground that the American army was exceedingly small and the American fleet inferior rather than superior. We proved, indeed, to be far more efficient than Spain, and we won the war quickly. But our military and naval preparation at that time did not properly represent in magnitude the responsibilities of the place we had grown to occupy, not only in the Western Hemisphere but in the world. We must now proceed with our development of sea power on such a scale as to convince Germany that we do not intend to permit the use of the high seas to any government that will not join in ending forever such atrocious methods as Germany has pursued.

*The Big Ships  
Also Will Be  
Pushed*

Secretary Daniels holds this view without qualification. He has written a letter to the editor of this periodical, which we publish in this number (see page 375), in which he makes it clear that while the war against the submarine must have our concentrated attention, he will not abandon or delay the construction of the capital ships that our permanent program calls for. He also shows impressively the vastness of our naval ex-



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#### THE NAVY'S RECRUITING STATION IN UNION SQUARE, NEW YORK CITY

(For many months past this striking reproduction of a warship has been used by the Navy for recruiting purposes with great effect. Secretary Daniels addressed a large audience in Union Square from the deck of this battleship, *Recruit*, one Saturday afternoon last month. The dummy vessel is 200 feet long and 40 feet wide, and makes excellent offices)

pansion, in ships and in men, within the period of a single year. When the country comes to know fully the thrilling story of our navy's work in meeting the most serious situation ever encountered in the history of naval warfare, we shall have gratifying chapters to add to the record of a service of which the nation has always had reason to be proud.

*One Year  
of Army  
Growth* When General Pershing took his first division

over to France our very small mobile Regular Army, as it had existed only a few weeks or months before, had suddenly been diluted with new recruits to the extent of from 75 to 90 per cent. In order that an army thus multiplied several-fold should be leavened throughout with trained officers and experienced privates, it was necessary to break up the old formations. Many American readers even yet imagine that these first Pershing troops were seasoned regiments that had lately been serving in Mexico and on the border. All the trained officers were rapidly promoted, new officers were brought in who had been taught in the reserve camps, corporals and sergeants were given commissions, and the brand-new recruits, making up very much more than half of the advance guard for France, were licked into shape under the spur of dire necessity. Our responsible Army leaders understand these conditions perfectly. It would be well at this later stage to let the public understand also. Without any disparagement to the efforts of other governments, it is fair to claim that we have shaped up our new armies more rapidly than any other country.

*Distance  
to Be  
Considered*

In putting as many men into France as we have now sent, we have overcome difficulties as to distance and shipping that show energy beyond any ever before expended in long-range military operations in the history of the world. In considering distances from base we must reckon not merely the perilous ocean voyage of more than 3000 miles, but the land situations at both ends. Our men



MR. HOWARD COFFIN (ON THE RIGHT) AND MR. W. S. GIFFORD, OF THE AIRCRAFT PRODUCTION BOARD

(Mr. Coffin, as chairman, has had much to do with creating the Government's aeronautic program, while Mr. Gifford was last month made director of the work of the board in recognition of his success in a like post with the Council of National Defense)

and supplies come from the centers of population and production, and have to be brought an average distance of say 1500 miles before embarking. Our fighting front in France is some 500 or 600 miles by rail from the ports which (with immense efforts and expenditure) we are converting into fine and permanent harbors with every modern facility. In a word, then, we are fighting on a front 5000 miles distant, while Germany, Austria, Italy, France, and England are fighting within sound of the big guns. Those Americans who continue to demand that we put as many millions of men on these fighting fronts as the European nations that are immediately involved, have evidently never considered the problem in its practical aspects. Having desired to face things as they are, we in this REVIEW have not hesitated to call attention to the danger of an unbalanced program at Washington. If we have been critical—on the ground that we have been making standing armies too fast in view of the immediate need of ships, aeroplanes, and surplus crops—our aim has been to help guide public opinion, in order that the President and his advisers might proceed to do their work in an atmosphere of sound reason and good judgment. Every factor is likely henceforth to have due weight at Washington. The hardest problems are now being faced without flurry, and with competent management.

*Modifying  
the Military  
Program*

The demand for undue army expansion has come from two sources. First, from some of our own military men who had not been responsible for the country's policy as a whole, and have naturally seen only the army phase. Second, from certain speakers and writers so intense in their feeling against Germany that they have not paused to study the best means of accomplishing the ends they have desired. The pressure of these people upon the President and upon the other branches of government at Washington has helped to give the armies on the Western Front a prominence that has somewhat obscured the rest of the necessary war business of the country. This, however, was a situation that was bound to remedy itself. What we have said on this subject in previous numbers of the REVIEW was carefully considered, and will be justified by facts that are every day becoming more evident. We are sending men abroad quite as fast as conditions of shipping and supplies justify. The Government is bending all its energies to the industrial side of the war, realizing that machine guns, artillery of different calibers, shells in immense quantities, aircraft for different purposes, and the trained ability to use all

the new devices are important far beyond the mere numbers of men transported. This is a war of mechanical resources and devices.

*Aircraft  
Still  
Delayed*

Our most serious delay in the matter of equipment seems to have been in the field of aeronautics; but the delay is largely due to the boldness and immensity of our program. It is as if we had started to build the earliest type of the small one-cylinder steam automobiles, and had, in the very process of construction, changed our plans in order to turn out the latest type of high-power twelve-cylinder motor cars. The progress in automobile building that has been distributed over fifteen years or more is hardly greater than the transformation in the types and uses of aircraft covering a period of, let us say, twenty months. From the beginning, this business has been in the hands of brilliant and indefatigable men. Mr. Howard Coffin's services to the United States during the past two years are beyond estimate. General Squier of the Signal Corps and many of the other men connected with the aircraft program are no less deserving of praise. We have been training a marvelous body of young aviators, and are bound to overcome the difficulties in the way of manufacturing a supply of machines. Mr. Goodrich, a well known New York engineer, in writing a letter to the editor of this REVIEW (see page 391) shows faith enough in our aeronautic inventors and manufacturers to express the belief that the planes may cross the ocean on the wing and thus save shipping.

*The Business  
Side of  
War-Making*

Pending a seeming delay of Congress in dealing with current bills for re-organizing the executive management of war industry, the opposing viewpoints have been coming much nearer to reconciliation. Senator Chamberlain and the Military Committee proposed a War Cabinet and a Director of Munitions. President Wilson and his Senatorial supporters then came forward with the Overman bill, which proposes to give the President complete authority to rearrange all the executive departments and bureaus in the interest of efficiency. Without waiting for new legislation, the War Department itself has been thoroughly re-organized. Secretary Baker went last month to inspect conditions in France, leaving Assistant Secretary Crowell in charge at Washington. General Goethals as Quartermaster-General and Mr.



HON. BERNARD BARUCH, OF NEW YORK, WHO HAS BECOME CHAIRMAN OF THE WAR INDUSTRIES BOARD, WITH INCREASED AUTHORITY



Stettinius as Supervisor of Purchases are showing high efficiency, and it is understood that they are to be associated with Mr. Crowell as Assistant Secretaries of War. Mr. Baruch, of the Council of National Defense, is now at the head of the War Industries Board.

*The New Conference Methods* Mr. Crowell, with his group of important men in the War Department has adopted the plan of calling in the Military Committees of Congress for a frank weekly conference. It would be hard to over-estimate the value of this step. President Wilson has also begun to bring together in conferences a group of men at the head of important war-time boards who are not in the regular Cabinet. These are, besides Mr. McAdoo in his capacity as head of the railroads, such men as Mr. Hurley of the Shipping Board, Mr. Baruch of the War Industries Board, Mr. Hoover of the Food Administration, Mr. Garfield of the Fuel Administration, and Mr. McCormick of the Export Board. As President Wilson's plans thus take on a definite form, it becomes apparent that if the Overman bill should be adopted, the result would be that the President would work out in his own way what would serve all the ends of a War Cabinet and a Directorship of Munitions. Both sides of the controversy were really feeling their way towards some scheme of improved management of the business side of the war; and it is gratifying to know that great progress is being made. The Council of National Defense, as at first formed, is now to some extent superseded; but it accomplished a great work in helping to organize the war-supply industries of the country, and we are to go forward upon the foundations which it laid.

*Status of the Medical Corps* One of the problems that was under discussion last month was the status of the army medical corps. General Gorgas, as Surgeon-General of the Army, has demanded a higher military ranking for the many capable surgeons



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**HON. BENEDICT CROWELL, ACTING SECRETARY OF WAR**

(In the absence of Mr. Baker, who arrived in France on March 10, Assistant Secretary Crowell is acting head of the War Department. His training as an engineer and industrial expert has been of immense value to Mr. Baker in working out the business side of our military expansion)

who have gone into the service, in order that there may be the necessary authority to secure the best results in sanitation and hospital management. It has been a winter of hard weather conditions, and we made the mistake of rushing too many men into the camps before having supplies of warm clothing, and before sanitary and hospital provisions were duly made. The prevalence of pneumonia, scarlet fever, measles, and to some extent meningitis, has given General Gorgas and the Medical Corps great anxiety. In France, near the fighting front, General Pershing's Staff and the line officers of the Army must obviously have as much authority as military exigencies seem to require. But in the administration of our training camps here at home, with vast numbers of recruits pouring in, the sanitary and medical considerations could well have been put first. The Army has lost more than it has gained in efficiency of training through relative failure on the medical side, which General Gorgas now declares has been caused by the lack of proper rank and authority. Something in the nature of a Medical Board of Health, with the commanding officer of the camp or cantonment as its *ex officio* president, should have been in position to exercise immediate authority.

*Russia  
and the  
War*

Mr. Simonds in this number of the REVIEW discusses the war situation in Europe in various aspects, and we concur fully in the opinions he expresses. His analysis of Germany's invasion of Russia in its political and economic, as well as its military phases, will be found most instructive. Germany's restoration to Turkey of districts of Russian Trans-Caucasia meets with intense disapproval in the United States, because of the danger of further Armenian massacres. Germany expects to compel millions of Russians to raise food for her benefit at the point of the bayonet. This fact has an immediate bearing upon the need of our raising food in America for the Allies. While Germany's high-handed treatment of prostrate Russia helps the military party for the moment, there will be sharp reaction in the Central Empires when the people discover that these conquests, stretching from the Baltic to the Caspian, are not bringing them the one thing for which they long, namely, peace. The determination of the Allies is even stronger than last year.

*Japan  
and  
Siberia*

We are publishing an extremely valuable article by our occasional correspondent, Mr. K. K. Kawakami, who has recently returned from several months spent in Japan, China, and Manchuria, and understands exceptionally well the Siberian situation, about which so much was said last month. It is probable that Japan will, with some Chinese co-operation and with the entire confidence of the Allies, undertake a certain amount of military control in Siberia, in order to prevent the Germans from doing irreparable harm. There is little danger of any misunderstanding between the Japanese and American Governments. We have many evidences of gratitude on the part of the natives of Mesopotamia and Palestine by reason of the improved conditions that promptly followed the progress of the British armies. Dr. Peters, whose article on Jerusalem in our January number was so widely appreciated, gives our readers this month a valuable summary of the history of Bagdad.

*The Railroad  
Bill Becomes  
Law*

On March 14, Congress disposed of the bill providing for the Government's war-time control of the railroads, after the Conference Committee had reconciled the comparatively slight differences between the Senate and

House Drafts. The President signed the bill several days later. In its final form (which is not greatly different from the measure originally proposed by the Administration) the bill takes over the control of the railroads from their owners and managers for a period extending not longer than twenty-one months after the end of the war, with the President empowered to return the lines to their owners at any earlier time he sees fit, and with the further proviso that they shall be returned in substantially the same physical condition as existed in December, 1917. For the use of the roads, the President is empowered to guarantee them yearly net incomes not greater than the average annual net incomes actually earned in the three years ending June 30, 1917. Where special circumstances render this standard unfair, special bargains can be made. If any road is dissatisfied with the return awarded, it can demand arbitration of the case and appeal to the courts. The railroad corporations may continue to pay the regular dividends declared in the three-year period; increased dividends or new dividends can be declared only after the President has given his approval. Freight and passenger rates are to be set by the President; but on the objection of shippers or others to any rates so initiated, the Interstate Commerce Commission has the power to review, the new rates holding in the meantime.

*The Nation in  
a New  
Business*

It is estimated that under this measure the Government will pay to the roads about \$945,000,000 annually as rent money, which will be used by the railroad corporations to cover special war taxes, interest on bonds, and—when the three-year-average figure is sufficient—dividends on stock. If the actual net income for any year is greater than the guarantee, the excess goes to the Government; if less, the nation makes up the deficit. Thus the nation has leased 250,000 miles of railroad lines and has gone into the transportation business, and it follows that working capital is needed. This is provided for in the new law by the so-called revolving fund of \$500,000,000 to put the Director-General at his ease financially, in ordering new equipment, extensions, and improvements. This working capital will be increased by the roads which are so prosperous under Government control as to show net income greater than the three-year average; and it will be decreased by those lines which,

under the national control, earn less money than the average of standard years. The payment to the railroad owners is estimated to be something over 5 per cent. on the entire property investment in the country's lines. This does not mean, of course, that the owners of every road will, under the new régime, have such a return. In some cases it will be 15 per cent. or more. In a much larger number of cases it will be less than 3 per cent.

*First Months of Government Control* It will be remembered that although the measure covering these details of Government railroad control did not become law until after the middle of March, the roads were actually taken over by the President on December 28, 1917, and have been operated since then by Director-General McAdoo. These first months of national control have been, from the operating point of view, nothing less than a horror. At precisely the juncture when a wholly unprecedented volume of "rush" freight was thrown on the railroads by the vast business of war, came a winter of unexampled severity with low temperatures and great storms that would have handicapped transportation even if there had been only normal traffic to handle. Under the double stress the railroads simply broke down. Carloads of "fast" freight starting from New York to Chicago had not been heard of a month later. Fleets of motor trucks were rushed to the rescue, and freight matter was sent by this costly means many hundreds of miles. Thousands of factories have had to close down or run on short time because there was no way of transporting their raw material and other supplies. The situation has been, and still is, truly chaotic; but Americans have confidence in the executive ability, force, and daring of Mr. McAdoo, and they will be greatly surprised if he does not gradually bring order and efficiency.

*A Glance Back at the Railroads* It is very worth while to remember that the bad accidents of inclement weather and war demands are not wholly, or even fundamentally, the causes for this frightful loss and waste and slowing up of industry, coming just at the time when America could least afford them. We have had some great railroad builders and operators in the past generation. Those—like James J. Hill—who came nearest genius, clearly foresaw and

publicly foretold, more than ten years ago, the trouble that has now come. Mr. Hill and others gave due notice to the public in 1907 that the railroads would break down unless very large sums of money were spent in enlarging their facilities—terminals, equipment, trackage. Mr. Hill put the sum that should be expended during the succeeding five years at \$5,500,000,000. It is the proper business of great railroad men to figure out the future demands of the country for service, and to establish scientific ratios of increases in facilities, based on the known rate of increase in agricultural, mining, and manufacturing production. These men made their calculations and published the results.

*The Railroads Have Been Starved* But instead of applying \$1,100,000,000 per year to the up-keep and improvement of the roads, much less than half that sum was invested in the five years following Mr. Hill's warning. New railroad construction fell to the smallest ratio of increase since the Civil War. The starving of the country's transportation system persisted after the five-year period following the Hill predictions, and even increased in intensity. In the past four years, notwithstanding an abnormal growth of traffic which would have tended at times to strain even scientifically calculated improvements, only 8500 locomotives have been ordered as against 14,600 in the preceding four years; only 440,000 freight cars as against 656,000. Meantime, the lines have been subjected during the last three years to exceptionally hard wear and tear, and must now, if they are to catch up in maintenance condition, pay from 30 per cent. to 200 per cent. more than normal prices for labor and material.

*The Warnings Unheeded* Mr. Hill's predictions failed of their effect partly because of the opposition on general principles to railroads, which exists in many parts of the country and which led unreasoning people to conclude that the publication of these large programs of expenditures was primarily designed to get higher rates and enrich railroad owners. A great increase in railroad efficiency and service to the public came in the ten years following 1896, when the Morgan reorganizations and the big building programs of Mr. Harriman and Mr. Hill were carried through. Then began the period of effective restraint on rates exercised by the Interstate Commerce Com-

mission, and a bewildering succession of restrictive measures by individual States. In 1910 the railroads applied for a 10 per cent. increase of rates on the ground that larger earnings were necessary to furnish money and attract capital for the improvements now shown to be necessary. The commission took nearly four years to investigate, and then refused the increase. In the meantime the Sherman Anti-Trust Law had been invoked to force the railroads to compete. They were withheld from the advantages of partially united action by pooling arrangements, joint-traffic associations, and mergers.

*Increased Rates at Once* In the early summer of 1917 the last urgent appeal was made to the Interstate Commerce Commission for a freight increase, this time of 15 per cent. Last month, after the roads were taken over by the Government, this increase was granted. Now Mr. McAdoo will have the benefit of the two fundamental advantages the roads had previously been denied: (1) effective pooling of operations, and (2) higher rates. For honest railroad managers and owners the situation is not without irony. If the Government had itself been a wicked trust, unhampered by human laws and desirous of driving a neighboring business to the wall so that it might be gobbled up, it would not have proceeded very differently.

*Why Have the Roads Been Starved?* The Government was not, of course, wicked, nor was there any deliberate conspiracy to crush the railroad business, although there are still men active in political life, some of them very able, who may be fairly called fanatical in their enmity to railroad management and ownership. The whole episode has been one of the almost formless and aimless misfortunes of democracy, with the blame falling inevitably on the greed or too-great daring of a comparatively small number of railroad promoters, who have figured as horrible examples of railroad management. Meanwhile, the Interstate Commerce Commission was, at each juncture of rate-increase applications, confronted with a peculiar and baffling technical detail; a given increase in rates would seem necessary and just for a considerable group of roads; but so unequal is the prosperity and efficiency in management of different roads that this same increased freight rate applied to another smaller but much more profitable group of

roads would have increased its earnings beyond what was deemed reasonable or safe. The Commission has simply been afraid to do it, and the larger group has gone to the bow-wows because the general rate increase that would have saved it would have made the smaller group look too opulent.

*Capital Becomes Shy*

A visitor from Mars might have cast a glance over the whole situation and discerned that the building of railroads has actually been a very speculative enterprise; that even established ones like the St. Paul and the Denver & Rio Grande have practically succumbed to the burden of waiting for their Pacific Coast extensions to become profitable; that it is the rule rather than the exception that new railroads have gone through receiverships before becoming money-earners. What is more to the point, it becomes apparent that with so many risks inherent in the undertaking, with the practical certainty that much money would be lost, capital would simply not go into railroad building and operation unless there were possible fairly large rewards as well as large losses. As a matter of cold fact, there was in 1916, after six years of great growth in production and transportation demands, a smaller investment in railroad building and improvement than in 1910 by the enormous difference of \$530,000,000.

*The Third Liberty Loan*

On March 1 Secretary McAdoo announced that the campaign for the Third Liberty Loan would be begun on April 6, if the necessary legislation should be obtained in time. He suggested that this anniversary of our declaration of war on Germany should be celebrated by parades and patriotic meetings to be used for obtaining subscriptions. The campaign is expected to last for three or four weeks, and an opening date was determined on well in advance in order that bankers' committees, "four minute men," and all manner of helpers and promoters might organize and be ready for a prompt and gigantic "drive." While the details of the new loan had not, to March 20, been decided, the impression had grown that the bonds would bear  $4\frac{1}{2}$  per cent. interest, would not be tax-exempt as to super-taxes, and would run for more than five years, thus allowing conversion of the second issue. The nation has already absorbed \$5,808,000,000 of Liberty Bonds.





GERMAN, AUSTRIAN AND TURKISH DELEGATES AT THE BREST-LITOVSK PEACE CONFERENCE

(From left to right: General von Hoffman; Count Czernin, Austro-Hungarian Foreign Minister; Talaat Pasha of Turkey; and Dr. von Kuhlmann, German Foreign Minister)

## RECORD OF EVENTS IN THE WAR

(From February 16 to March 20, 1918)

### *The Last Part of February*

February 16.—Sir William Robertson, Chief of the British Imperial Staff, resigns; it had been proposed to transfer certain powers to Britain's permanent representative on the Supreme War Council at Versailles.

A German submarine bombards Dover, England, at night.

Ukrainian forces are defeated by the Bolsheviks in a battle for Kiev.

February 18.—Germany resumes hostilities against Russia, moving in the general direction of Petrograd and also toward Kovel to help Ukraina maintain its independence of Russia.

February 19.—Premier Lenine and Foreign Minister Trotzky—after denouncing the movement of German troops against the Russian Republic, "which has declared the war at an end"—declare their willingness to sign the peace treaty dictated by the Teutonic powers at Brest-Litovsk.

Premier Lloyd George addresses the House of Commons in reply to criticisms regarding army changes and decisions reached by the Supreme War Council at Versailles; he refers to the adoption of an Allied policy, with central authority to exercise supreme direction, and declares that the American delegation "presented the case with irresistible power and logic."

February 20.—The Austrian Premier, Dr. von Seydler, defends in the Reichsrat the treaty with Ukraina, but appoints a commission to determine the soundness of Poland's claim to Chelm.

February 21.—A German official statement reports progress in the new Russian invasion at vital points on the entire front, and boasts of the "booty" obtained.

The Bolshevik government at Petrograd issues an appeal to workmen and peasants to resist the German invasion, outlining a guerrilla form of warfare.

British troops occupy Jericho, fourteen miles northeast of Jerusalem.

The United States reaches an agreement with Spain for the supply of mules, blankets, and food to American forces in France.

February 22.—Norway's commissioners reach an agreement with the United States War Trade Board, under which Norway guarantees that imports from the United States will not reach Germany and also limits its own exports to Germany.

Dispatches from France reveal the presence of American troops (under instruction) in the Chemin-des-Dames sector, the Aisne.

February 24.—The Bolshevik government in Russia decides to accept Germany's new peace terms, which involve the surrender of one-fourth the area of European Russia.



Lawlessness in the west and south of Ireland, verging on open rebellion, results in the dispatch of additional troops.

February 25.—Chancellor von Hertling declares in the German Reichstag that he can "fundamentally agree" with the principles laid down by President Wilson in his address to Congress on February 11, and that peace can be discussed on such a basis—but he declares that England's war aims are still thoroughly imperialistic.

A rationing system for meat and butter goes into effect in London and adjoining districts.

February 26.—The Rumanian Government decides not to continue the war in its present isolated position, and to enter into peace negotiations with the Central Powers.

February 27.—It is learned that Japan has approached the Allies with a proposal to institute joint military operations in Siberia, to save from the Germans vast quantities of military supplies at Vladivostok and along the Siberian Railway.

The British Foreign Secretary, Mr. Balfour, declares in the House of Commons that he is unable to find in Chancellor von Hertling's speech any basis for hope for peace.

### *The First Week of March*

March 1.—The French Foreign Minister, Stephen Pichon, makes public the recently authenticated text of a telegram sent by the German Imperial Chancellor on July 31, 1914, to the German Ambassador at Paris—instructing him to demand the handing-over of the fortresses of Toul and Verdun, as a guarantee, if France should decide to remain neutral.

Premier Sir Robert Borden, interviewed in New York, states that Canada has sent 400,000 soldiers to Europe, of whom 40,000 have been killed; the total casualties amount to 150,000, or 36 per cent. of the whole.

March 2.—The Bolshevik delegation at Brest-Litovsk resolves that deliberations with Germany "could only make things worse," and decides to

sign the German peace treaty without discussing it.

Kiev, capital of the new republic of Ukraina, is occupied by Ukrainian and German troops, having been in control of Bolsheviks since February 8.

March 3.—A treaty of peace is signed at Brest-Litovsk between Russia and the four Central Powers; besides vast territory already occupied by the Germans, Russia is compelled to "evacuate" Ukraina, the Baltic provinces of Esthonia and Livonia, Finland, the Aland Islands, and the Transcaucasian districts of Erivan, Kars, and Batum.

Sweden protests against Germany's proposal to occupy Finland "to restore order."

March 5.—A preliminary peace treaty is signed between Rumania and the Central Powers; Rumania gives up the province of Dobrudja to the Danube and accepts "frontier rectifications" demanded by Austria-Hungary, besides agreeing to economic measures and trade route to Black Sea.

March 6.—It is reported at Washington that American troops are holding a section of four and a half miles on the battle front in France.

March 7.—The Chancellor of the British Exchequer moves a vote of credit of \$3,000,000,000 in the House of Commons, bringing the total to \$34,210,000,000; he states that the national debt at the end of March will be \$29,500,000,000, and that loans to Allies total \$6,320,000,000, only a small part of which are "recoverable."

A treaty of peace is signed between Germany and Finland.

### *The Second Week of March*

March 8.—Leon Trotzky announces his resignation as Russian Foreign Minister.

March 9.—The Government of Russia is transferred from Petrograd to Moscow.

March 10.—The American Secretary of War, Mr. Baker, arrives in France (having sailed secretly on February 27), on a personal tour of inspection.



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### INTENSIVE FARMING IN FRANCE—UNDER MILITARY DIRECTION

(This battery of motor plows is typical of the effort France is putting forth to meet the food crisis this year. The "agricultural officer" in charge may be seen on horseback. From a British official photograph)

The United States War Department announces that American troops are in the trenches at four separate points—on the Lorraine front, northwest of Toul; with the French in the Champagne; in the Alsace, near Luneville; and in the Chemin-des-Dames region of the Aisne sector.

March 11.—American soldiers (at Toul) go "over the top" for the first time, penetrating to the second German trench line and returning without loss.

President Wilson sends a message to the Congress of the Soviets, meeting at Moscow to ratify or reject the peace treaty with Germany; he expresses sympathy with the Russian people, and declares that the United States will avail itself of every opportunity to secure for Russia complete sovereignty and independence.

A German airplane attack on Paris results in the killing of 34 persons and the suffocation, through panic and crowding, of 66 others.

March 12.—John Dillon is unanimously elected chairman of the Irish Nationalist party in the British House of Commons, succeeding the late John Redmond.

March 13.—An unofficial computation of American army losses in France and in transit places the total at 348 killed, as compared with only 280 men killed in action during the war with Spain.

German troops occupy Odessa, the great Russian seaport on the Black Sea lying within the natural claims of the new republic of Ukraina.

March 14.—It is learned that the United States and Great Britain have notified Holland of their intention to seize Dutch shipping in Allied ports (600,000 tons), unless Holland by March 18 puts

into effect the shipping agreement reached with the Allies and postponed through fear of Germany.

The All-Russian Congress of Soviets, meeting at Moscow, decides by vote of 453 to 30 to ratify the peace treaty with the Teutonic powers.

Turkish troops reoccupy Erzerum, the principal city of Armenia.

### *The Third Week of March*

March 18.—The Premiers and Foreign Ministers of the Entente, assembled at London, denounce Germany's "political crime against the Russian people" and refuse to acknowledge the peace treaty.

The Dutch Foreign Minister informs Parliament of conditions proposed to the United States and Great Britain; he particularly wants a guarantee that no troops or war materials will be transported on the seized Dutch ships.

Chancellor von Hertling, discussing the peace treaty in the German Reichstag, declares that it contains no conditions disgraceful to Russia if the provinces breaking away say it is their own wish and if the wish is accepted by Russia.

March 20.—President Wilson issues a proclamation directing the seizure (with full compensation) and utilization of vessels of Netherlands registry in American ports.

Submarine destruction of merchant ships during the past year is placed by the British Admiralty at 6,000,000 tons (the Germans claiming 9,500,000).

In London and the southern counties of England further restrictions on lighting are proclaimed, to save transportation of coal, involving the closure of restaurants at 9:30 and amusement places at 10:30 p. m.

## RECORD OF OTHER EVENTS

*(From February 16 to March 20, 1918)*

### PROCEEDINGS IN CONGRESS

February 18.—The House passes the Urgent Deficiency bill.

February 19.—The Senate Committee on Agriculture reports a bill increasing the fixed minimum price for wheat, from \$2.00 to \$2.50 per bushel.

February 22.—The Senate passes the Administration's Railroad bill, providing for federal control until eighteen months after the war, and appropriating \$500,000,000 for an operating fund; the principal amendment is one bringing independent short lines within the provisions of the act.

February 27.—In the Senate, Mr. Lodge (Rep., Mass.) criticizes the Food Administration for having created a famine in sugar, and the Fuel Administration for its handling of coal distribution.

February 28.—The House adopts the Administration's Railroad bill, with only six votes in opposition.

March 7.—The Senate passes the War Finance Corporation bill, by vote of 74 to 3; the only important amendment provides for the nomination of four directors by the President, rather than by the Federal Reserve Board and the Treasury.

March 8.—The House passes a measure providing for two additional Assistant Secretaries of

War; a bill is also adopted (previously passed by the Senate) which permits a drafted soldier to apply for a furlough to engage in farming.

March 11.—The Senate votes unanimously to authorize the Government to sell German property in the United States.

March 12.—The Senate passes the Urgent Deficiency bill, carrying appropriations and authorizations of nearly \$1,200,000,000; Mr. Reed (Dem., Mo.) criticizes the Food Administration as extravagant.

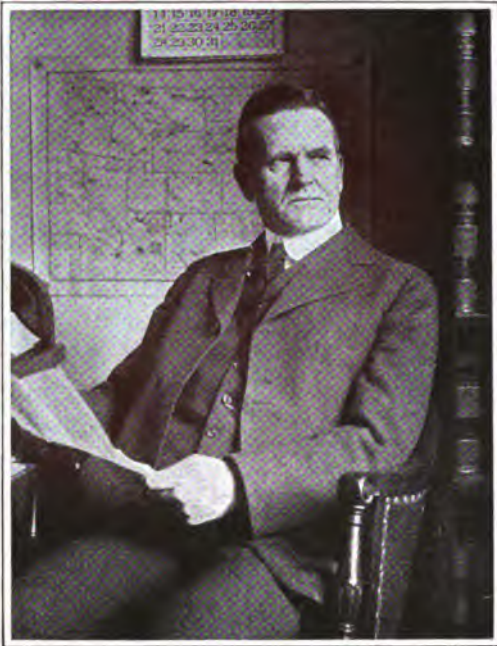
March 13.—The Senate adopts the conference report on the Administration's Railroad control bill; the amended measure provides for Government operation for twenty-one months after the war; the bill creating two new Assistant Secretaries of War is also passed.

March 14.—The House adopts the conference report on the Railroad bill.

March 15.—The House adopts the Daylight-Saving bill already passed by the Senate providing for setting all clocks ahead one hour during the seven months from April 1 to October 31.

March 16.—The Senate passes the Daylight-Saving bill as amended by the House.

The House begins debate on the War Finance Corporation bill.



HON. IRVINE L. LENROOT, OF WISCONSIN

(Mr. Lenroot was the leading Republican candidate in an exciting primary election held on March 19 in Wisconsin, to name a candidate for the seat in the U. S. Senate made vacant by the death of Mr. Husting. The election occurs on April 2. Hon. Joseph E. Davies, of the Federal Trade Commission, carried the Democratic primaries. Either Davies or Lenroot would fill the Senate seat with ability and fitness)

March 19.—In the House, the Naval appropriation bill is reported, carrying \$1,300,000,000 (see page 375).

March 20.—The Senate Committee on Judiciary favorably reports the Overman bill, empowering the President to reorganize executive agencies.

#### AMERICAN POLITICS AND GOVERNMENT

February 16.—A coal trade journal estimates that 3,456,000 tons of coal were saved by the Fuel Administrator's "fuelless" days; the loss to industry is placed at \$1,000,000,000, or \$289.00 for every ton of coal saved.

February 17.—President Wilson informs the head of striking shipyard carpenters that unless he advises the men to return to work, pending wage adjustment by arbitration, he will be giving aid and comfort to the enemy.

The Secretary of Labor announces the names of representatives of capital and labor who will seek to establish a basis for the adjustment of disputes during the period of the war.

The Treasury Department announces that applications for Government Insurance have been received from 1,082,000 men in military service, the average amount being \$8,205.

February 23.—The President fixes a price of \$2.20 a bushel for the coming season's wheat yield—an increase over the price fixed at the last session of Congress, but a lower figure than proposed in the present session.

David Baird (Rep.) is appointed by the Gov-

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ernor of New Jersey to serve as United States Senator until a successor to the late Senator Hughes is elected in November.

March 3.—The Food Administrator reduces the number of "meatless" days and meals; on Tuesday only is the consumption of beef and pork forbidden.

March 4.—The War Department asks Congress for an appropriation of \$450,000,000 for aircraft production, to supplement previous appropriations.

March 5.—The President appoints Bernard M. Baruch chairman of the War Industries Board, and defines the functions of the board and its chairman.

Congressional elections are held to fill four vacancies in New York City; Democrats are chosen in each district, the seats being previously held by Democrats.

March 6.—The Wisconsin Assembly concurs in the Senate resolution condemning United States Senator Robert M. La Follette for failure to see the righteousness of the nation's cause and to support the Government.

March 8.—A National Party is formed at Chicago, by delegates formerly affiliated with the Socialist and the Prohibition parties.

The President signs the Soldiers' and Sailors' Civil Rights bill, which virtually establishes a moratorium.

March 12.—The War Department announces that the second draft of 800,000 men for the National Army will begin on March 29, if pending legislation is adopted by Congress.

The New York Assembly ratifies the prohibition amendment to the federal Constitution, but provides that the question shall first be submitted to the voters.

March 14.—The Texas Senate adopts a State-wide prohibition bill, following similar action in the House.

March 15.—The Interstate Commerce Commission allows increases of approximately 15 per cent. on commodity rates on Eastern railroads, supplementing the increase in class rates granted in June, 1917.

March 18.—The Delaware legislature takes final action in ratification of the proposed prohibition amendment to the federal Constitution, making the ninth State to approve the amendment.

March 19.—In the Wisconsin Senatorial primary (to fill a vacancy), Mr. Joseph E. Davies wins the Democratic nomination; the Republican contest results in a close vote between Congressman Irvine L. Lenroot and James Thompson, Mr. Lenroot apparently winning the nomination.

#### OTHER OCCURRENCES OF THE MONTH

February 18.—It is announced that Viscount Ishii, recently head of a special Japanese mission to the United States, has been appointed Ambassador.

February 24.—The steamer *Florizel*, from Newfoundland to New York, is wrecked on a reef north of Cape Race, 92 persons being drowned.

March 14.—A 7,900-ton concrete ship is launched on the Pacific coast, its construction apparently so successful that many others may be begun.

OBITUARY

February 17.—Count Khuen von Hedervary, former Premier of Hungary, 65.

February 18.—Brig.-Gen. Frederick W. Sibley, U. S. A., retired, 65.

February 21.—Dr. Charles S. Trumbull, a noted Philadelphia specialist in diseases of the eye and ear, 70.

February 22.—Brig.-Gen. Michael V. Sheridan, U. S. A., retired, 77.

February 23.—Earl Brassey, a British authority on naval matters, 82.

February 24.—Sir Henry Arthur Blake, former governor of Newfoundland, the Bahamas, Jamaica, Hong Kong, and Ceylon, 78.

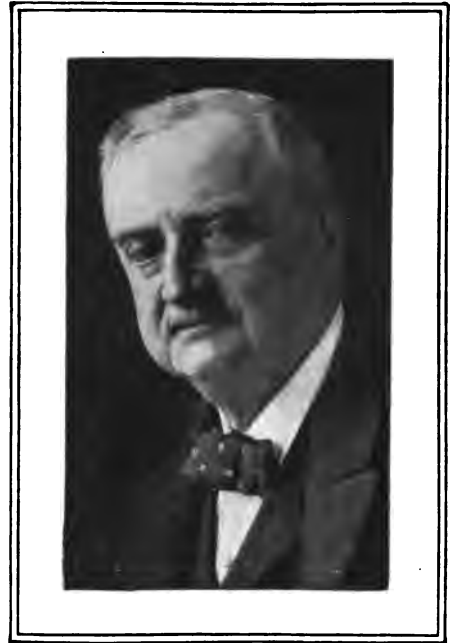
February 26.—Most Rev. Edmond Francis Prendergast, Roman Catholic Archbishop of Philadelphia, 75. . . . Dr. Samuel G. Dixon, Pennsylvania Commissioner of Health and noted as a bacteriologist, 66.

February 27.—Robert Carter, cartoonist of the Philadelphia Press, 44.

March 2.—Hubert Howe Bancroft, the famous historian of the Pacific coast of North and South America, 86. . . . Brig.-Gen. Jacob Hurd Smith, U. S. A., retired, 78.

March 6.—John Redmond, leader of the Irish Nationalist party in the British Parliament since 1891, 67. . . . Cardinal Domenico Serafini, of Rome, 65.

March 7.—John M. Bowers, a distinguished New York lawyer, 68.



HON. JOHN REDMOND, THE FAMOUS IRISH LEADER

(Mr. Redmond, who died on March 6, succeeded Mr. Parnell as head of the Irish Nationalist party in Parliament. He was greatly respected, and had done everything in his power to hold Ireland to a firm and loyal support of the Allied cause. He is succeeded by John Dillon, at a moment when intense anxiety exists over the unsettled problem of Irish Home Rule)

March 8.—Jules Charles Roux, president of the Compagnie Générale Transatlantique, 77.

March 9.—George von Lengerke Meyer, of Boston, former Ambassador to Italy and to Russia, Postmaster-General in the cabinet of President Roosevelt, and Secretary of the Navy under President Taft, 59. . . . Rear-Adm. John Addison Baxter Smith, U. S. N., retired, 72.

March 10.—Admiral von Diederichs, the German naval officer who clashed with Dewey at Manila. . . . Dr. James M. Munyon, widely known as a manufacturer of patent medicines, 69.

March 12.—Winfield Scott Chaplin, formerly Chancellor of Washington University, 70. . . . N. Walling Clark, D.D., long prominent in Methodist Episcopal work in Rome, 59.

March 13.—Henry Janeway Hardenbergh, noted designer of hotel buildings, 71. . . . Lucretia Rudolph Garfield, widow of President James A. Garfield, 85.

March 14.—Frederick Ayer, formerly prominent in Massachusetts industry and finance, 95.

March 15.—James Stillman, the noted New York financier, 67. . . . Isaac Stephenson, recently United States Senator from Wisconsin, 85.

March 16.—John H. Capstick, Representative in Congress from New Jersey.

March 17.—Henry Parks Wright, formerly Dean of Yale College, 78. . . . John M. Devine, a widely known writer during the Populist movement.

March 19.—Richard Barry O'Brien, a prolific writer on Irish political matters, 68.



SERGEANT KENT S. RITCHIE

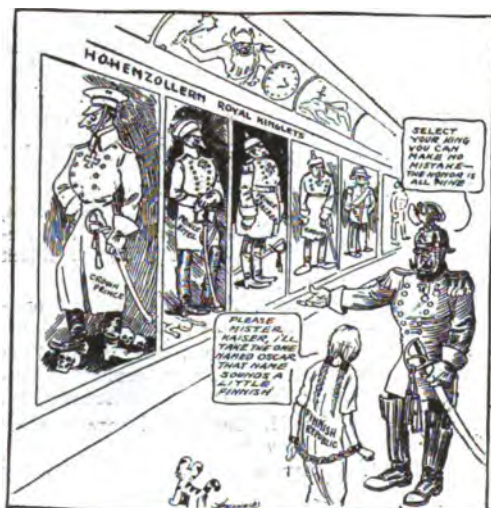
(Sergeant Ritchie was one of five members of the REVIEW OF REVIEWS staff who promptly entered the military service. His death in France was noted in our obituary column last month)





LET NOT YOUR RIGHT HAND KNOW WHAT YOUR LEFT HAND HOLDS!  
From *Le Pèlé-Mêlé* (Paris)

## WAR AND PEACE "OFFENSIVES" IN CARTOONS



THE KAISER'S FINE LINE OF KINGLETS FOR  
CONQUERED PEOPLE  
From the *Oregonian* (Portland, Ore.)



CAN THE SELF-ANOINTED WORLD RULER ANSWER  
THIS?  
From the *Evening Dispatch* (Columbus, Ohio)





BUT WILL THE BEAR DIGEST THAT KIND OF FOOD?  
From the *Chronicle* (San Francisco)

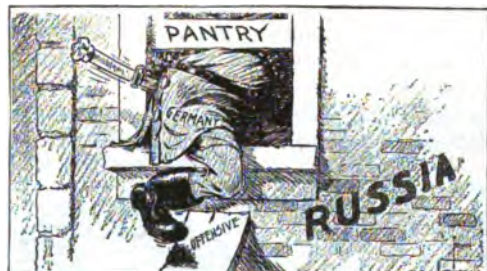
THE Kaiser's strenuous exertions as the great peacemaker of Europe offer numerous targets for the cartoonists' shafts. The partition of Russia forms the central theme of this page. In addition to the satirical thrusts of American cartoonists at the



THE OPERATION WAS SUCCESSFUL, BUT—  
From the *Republic* (St. Louis)



AND YET THERE ARE THOSE WHO STILL BELIEVE IN  
A NEGOTIATED PEACE!  
From the *Tribune* (New York)



THE MAIN OBJECTIVE  
From the *Daily News* (Chicago)



EXISTENCE IN RUSSIA  
SEPARATISTS (Finland, Ukraine, etc.): "Poor Russia! Will she die?"  
PHYSICIAN: "If she does, you will die with her."  
From *Novy Satirikon* (Petrograd, Russia)





THE SPIRIT OF SAMURAI AWAKES  
From the *Tribune* (South Bend, Ind.)



THE UNINVITED GUEST  
From the *Chronicle* (San Francisco)

results of Kaiserism and Bolshevism in the Russian collapse, we have a belated protest from one of the Petrograd newspapers against the dismemberment of the empire.

Germany's designs on Siberia and Japan's spirit of resistance to them are illustrated on this page. The Kaiser is represented as changing his destination from Paris to Vla-

divostok and only Japan's "butting-in" threatens the success of his journey.

Austrian unrest is suggested on the opposite page and the same theme is amplified in the cartoon at the top of page 365.

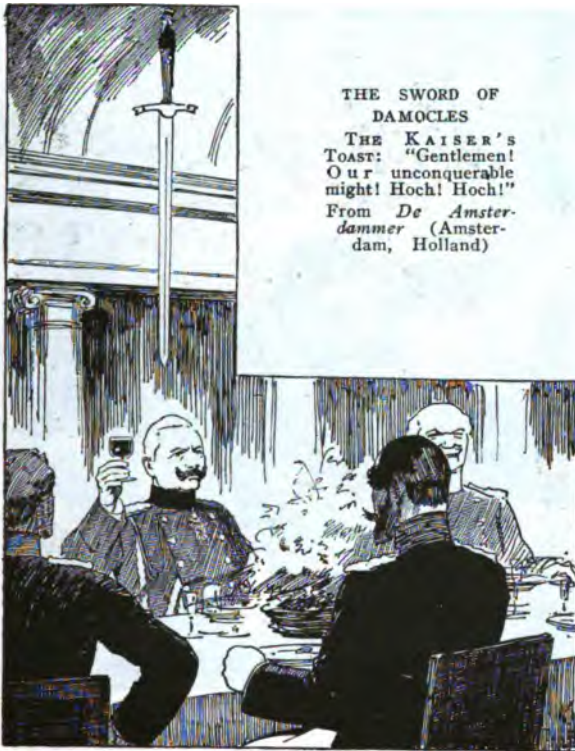


CHANGING HIS TRANSPORTATION  
From the *Chronicle* (San Francisco)



ANOTHER GERMAN SUBSTITUTE  
From the *News* (Dayton)





THE AUSTRIAN FERMENT  
KAISER BILL: "Shove like mad,  
Karl! Remember Nicky! We mustn't  
let our skeleton get out of the cup-  
board, as Russia did."  
From *Opinion* (London)

To keep the Austrian skeleton confined in his closet is now the fervent desire of both Hapsburg and Hohenzollern. Everyone knows that so far as the peoples of the Dual Monarchy are concerned, self-determination is an empty phrase.



Press Publishing Co. VERBOTEN!  
From the *Evening World* (New York)



AND THE DEVIL TAKE THE HINDMOST!  
THE HUN: "Ja Wohl! If he must feed on someone,  
it's better that he should eat you all than me."  
From the *Passing Show* (London)





SPADES ARE TRUMPS AND LABOR PLAYS THE WINNING CARD  
From the *Bystander* (London)



THE PRUSSIAN SLAVE  
MASTER: "Pick up your tools!"  
PRUSSIAN SLAVE (sotto voce): "Needs must when the Devil drives."  
From the *National News* (London)



PRESIDENT WILSON (TO THE STRIKING SHIP CARPENTERS): "WILL YOU COÖPERATE OR OBSTRUCT?"  
(A message that was heeded)  
From the *Mail* (New York)





"NECESSITY KNOWS NO LAW"

THE KAISER: "Say, Karl, where have I heard that before?"  
From *De Amsterdammer* (Amsterdam, Holland)

On these two pages the cartoonists reflect various aspects of current labor problems here and in Europe.



GUESS I CAN LICK THE KAISER THIS WAY, TOO  
(News item—Legislation is in the making to allow enlisted men from farms to go home on furloughs for the planting season)

From the *Tribune* (South Bend, Ind.)



THE HOME FRONT AND THE PEACE OFFENSIVE  
CIVILIAN (on a visit to the trenches): "Well, are we going to win this war?"  
TOMMY: "Just now, mate, that depends on you more than it does on me."

From *Punch* (London)



# RUSSIA'S MUTILATION— GERMANY UNMASKED

BY FRANK H. SIMONDS

## I. UNDOING THE WORK OF PETER THE GREAT

THE past month has seen the completion of the mutilation of Russia and the return of the Russian Government to Moscow, the old and the new capital of the country. One brief year of Bolshevism has sufficed to undo all the work of Peter the Great and his successors. To-day what is left of Russia compares unfavorably with the Muscovite Kingdom, which Peter found, when he came to the throne more than two centuries ago.

Under Peter, Russia gained two great things. He left her securely seated upon the Baltic and upon the Sea of Azov, an arm of the Black Sea. By the Treaty of Nystad, in 1721, he acquired Esthonia, Livonia, Lithuania, and the Courland, with Riga, Reval, and Libau. By his settlement with the Turk, he carried Russian power to the Black Sea and gained the eastern half of Ukraina. His successors in the next century rounded off his work and at the Congress of Vienna, Russian power was confirmed along the Vistula, in most of Poland, in Finland, in all of Ukraina, and in Bessarabia.

Now exactly the steps by which Russia became a Western nation have been reversed in the recent German-designed peace. Russia loses Finland, Esthonia, Livonia, the Courland and Lithuania, and with this loss she is excluded from the Baltic, she is deprived of that window upon the western world created by Peter, who constructed Petrograd in the marshes of the Neva, that Russia might become occidental. Commercially and culturally Russia is thrown back upon the condition of an inland state, the condition of the Seventeenth Century.

The recognition of an independent Ukraina has divided the Russian Slavs into two considerable fractions, and this was done in the hope that these fractions might never rejoin, but become separated by ever-increas-

ing jealousies fomented by the Germans. And this division separates the main mass of Russians; the Great Russians of the North, from the Black Sea, as the Baltic delimitations separate them from that other sea.

Finally Poland has been taken from Russia, and waits upon German and Austrian pleasure for still further mutilation and agony. And in losing Poland, Russia loses her great industrial cities and populations. It is as if Birmingham, Leeds, and Manchester were excluded from British frontiers by some new arrangement, although the resemblance is of course industrial, not political or geographical.

Historically speaking, then, Russia has been thrust back into the Seventeenth Century. It is as if a defeated Germany had been resolved into the fragments which existed at the moment when Frederick the Great began his great work, the work of unifying Northern Germany under Prussian rule, which was completed by Bismarck. Or, again, it is as if a defeated Italy were compelled to see the old division of the Congress of Vienna restored, the Kingdom of Naples reconstituted in the South, Venetia handed back to Austria, the valley of the Po and the regions immediately south of it once more parcelled out among several minor states.

We in the United States can best understand this situation by taking an American illustration. The Russian plight to-day resembles that in which our country would find itself if, after an unsuccessful foreign war and a concomitant domestic revolution, the South were separated from the Union, under the guarantees of foreign nations, those territories acquired in the Mexican War, including California, New Mexico, and Arizona, were returned to Mexico, the remainder of the Pacific coast allotted to Japan, and the Atlantic seaboard as far west as the Alleghanies erected into an independent state—independent only so far as the rest of the United States was concerned, but actually dependent upon Canada and

bound to it by all sorts of economic and political chains.

That great interior section north of Mason and Dixon's line and east of the Cascade Range, huge in area and in population, but destitute of seaports, deprived of all the great industrial regions, shackled economically and politically, would fairly represent that Russia which remains after the Treaty of Brest-Litovsk and its more recent emendations. Such a mutilated torso of the United States would be, for the moment at least, hopelessly and helplessly crippled. It would have neither access to the sea nor machinery with which to begin the industrial life of peace.

Now, in a very exact sense, that is what has happened in the case of Russia. All that is lacking to make the thing complete as a parallel is the occupation of Siberia by the Japanese, and this seems bound to come at no distant date, given things as they are in Russia and in the world.

## II. GERMAN PURPOSE

Now, in examining this separation of Russia into its component parts, it is necessary to analyze German purpose from several directions. What are the Germans actually seeking to accomplish by their remaking of the map of Europe? What are the historical parallels and to what does any examination of these parallels lead? Finally, what portion of the present arrangement seems likely to last?

German purpose, at the outset, seems fairly clear. Russia is their great and hereditary enemy; and for many centuries the Germans have been engaged in a struggle with the Slavs, which continued in peace as well as in war. To destroy the unity of a nation of 180,000,000 bound in another half-century to increase to 300,000,000 and become a permanent and well-nigh irresistible threat to Germany is obviously the first of German purposes.

To accomplish this the Germans cannot annex much Russian territory, directly. The



THE BLACK AREAS HAVE BEEN LOST TO RUSSIA DURING THE WAR

task is too tremendous, given the dimensions of Russia. They can hope to detach the fringes, on which live a number of peoples or fragments of peoples submerged by the advance of the Russian wave in the last two centuries. Out of these they may endeavor to create a certain number of buffer states, which shall depend upon Germany for their existence and supply barriers against a fresh Russian incursion. It is for this purpose that Germany has undertaken to create a Lithuania and a Poland, and to assist in the liberation of Finland.

But these states are as nothing—mere outer edges, compared to the great Slav bulk. To succeed in her main purpose, Germany must divide the Slavs. She must procure and perpetuate a cleavage between north and south Russia, like to that existing in the United States during the Civil War, and she must bind one of these two sections, the weaker, necessarily, to herself. This is the policy expressed in the Ukraine.

Further than this, there must be no community of interest between these several states or their neighbors, neutral or belligerent. To accomplish this, Polish-speaking

populations have been assigned to Ukrainians and to the Lithuanians. German troops have joined the Ukrainians in fighting the Bolshevik north. Rumania has been offered Ukrainian lands in Bessarabia, where, to be sure, the population is mainly Rumanian, and Bulgaria has acquired the Rumanian seacoast and the one Rumanian port of Constanza.

"Divide and Rule" is the German principle, as it has long been the Austrian. A great and dangerous state on her eastern marches has been defeated in war and well-nigh destroyed in domestic revolution. Now is the moment to prevent any later rehabilitation and reunion. The chaos must be perpetuated; and for this purpose the Germans have drawn their frontiers and erected their new and jerry-built states. Primarily the purpose is to make Germany strong by preventing any restoration of Russian strength or reunion of Russian fragments.

But there is a second aspect to this policy of division. In each of the various states which have been sketched, if not created, there is a conservative element. It is the German landholding element, in the Baltic provinces; the great Polish landholders, in Russian Poland; the land aristocracy of Rumania; that considerable portion of the Ukraine population which holds its own land. Now the German is seeking to bind these conservative elements in all of these states—the minority, but the wealthy and politically influential elements—to himself. He undertakes to prevent the Russian Revolution from destroying these elements or depriving them of political supremacy.

Here is a division almost as important as the geographical. There will, necessarily, be a German party in all of these new states. It will seek its support outside of Russia, as the Royalists sought aid and found it outside of France in the years of the French Revolution. We have all had a complete revelation of the influence of the German party at the Russian Court in the days before the present Revolution—the influence which led to the betrayal and defeat of Rumania and the destruction of national defense, and which almost culminated in a separate peace between Romanoff and Hohenzollern.

Backed by German influence and by German bayonets, these minorities in the various buffer states are to rule. Their rule, like that of the Austrian-maintained princelets of Northern Italy, will necessarily be selfish and anti-national. But for a period of time,

at least, if the war in the West does not reverse the result in the East, the German will dominate these states which he is creating, and in this time all peril from the East will in his judgment be postponed, if not finally abolished.

### III. THE COMMERCIAL ASPECT

So much for the political aspect; now for the economic. By the present arrangement Germany will acquire all the Baltic Coast of Russia, not directly, possibly, but through the agencies of the several states which she has created. Riga, Pernau, Libau, and Reval—all these ports will be under German domination and regulation. German influence will absolutely control the Baltic seagates of Great Russia.

In addition Germany is erecting an economic system even more interesting than the political. Her agents and her functionaries are to control—"reorganize" is the polite word—all the communications of Poland, Lithuania, and even of the Ukraine—in the latter case in order to hasten the arrival of Russian foodstuffs in Germany and Austria. Tariffs have been made in favor of the Germans at the various conferences which settled the question of war or peace.

In a word, all of Russia has been turned over to the German for economic exploitation. His garrisons are in Riga and Libau; they have just occupied Odessa and have long been in Constanza. Constantinople has become a German dependency, and when peace comes, if things remain as they are, the exploitation of the Turkish Empire by the German will be as certain and as complete as the exploitation of conquered Russia or "liberated" Poland. The railroads will be reconstructed by Germans and operated by them—operated as agencies to advance the interests of German manufacturers, for the railroad tariffs, like the customs dues, will be "made in Germany" for a German purpose.

It is well to grasp this whole question, as it exists. The war has cost Germany untold billions; her debt is tremendous. It has cost her several millions of her best human material and it has deprived her for many years of that position in the world market which was hers in July, 1914. Whatever happens, it will take decades to restore Germany's position in Great Britain, France, the United States, British and French colonies, and even in Italy. It may not be possible to do this at all.

Accordingly, Germany must seek elsewhere some outlet for her products, some field for her energies, and some source for raw materials which are essential to her industry. She has sought to find this new sphere in the regions conquered by her sword or penetrated by her armies, summoned to aid the existing government. She has been driven off the sea and repulsed at the frontiers of Western Europe. Her defeat there stands and will stand. She is, therefore, compelled to seek a new field, and in seeking a new field she is bound, also, to draw frontiers and divide peoples in such fashion as to prevent a subsequent assault from the east, when the Slav has recovered his strength, and thrown aside some portion of that Utopian dream which has for recent months obsessed him and led to his complete downfall.

Politically, Germany has constructed a colossal edifice in the East. Economically she has fashioned an instrument which, while it cannot replace her old machine, the machine which was making her supreme in the free markets of the world, may, if it can endure for a period of years mitigate in some degree the consequences of the war for German industry and German trade in the world. It is easy to exaggerate the economic possibilities, so impressive does German mapmaking in the East seem, when examined by the western populations, familiar only with trench operations on their own fronts. But it is not possible to deny the reality of German achievement or the patent possibilities for the immediate future—a future long enough to give Germany much profit economically and perhaps politically from the exploitation of the regions she has conquered and arranged in conformity with her own conceptions of her present and future needs.

What Napoleon did in Central Europe, after he had defeated Russia and conquered Austria and Prussia, Germany has done in the East. The various buffer states she has erected recall accurately that Kingdom of Westphalia and that Kingdom of Italy which Napoleon built. Just as he seized Hamburg and Dantzic, Trieste, Fiume, and Ragusa, even so Germany is, with disguises of her own sort, laying hands upon Riga and Libau, Constanza and Odessa. Rarely is there better evidence of the way in which history repeats itself than is furnished by a comparison of the consequences of the Napoleonic victories a little more than a century

ago—the consequences in Central Europe—with those of the present German victories in the East as they affect Eastern Europe.

#### IV. THE LONGER VIEW

Examining this German arrangement of Eastern Europe, the first question that inevitably comes to mind is: Can it last? Has Germany erected a new empire, which will persist as did the Roman and supply the basis for further extensions of Teutonic power? Will it ultimately give the Germans the same domination of Europe and of the world, enjoyed by the Romans? Or has the structure inherent weaknesses which in the light of history seem to doom it?

The answer to this last question, so important for all of us at this moment, is unmistakably an affirmative. The German structure, as it now stands, does deliberate violence to two principles which the Nineteenth Century established—the principles of nationality and of democracy. What Germany is endeavoring to do in what was once Russia the Austrians endeavored to do in Italy and in Germany, the French undertook to do all over Europe in the Napoleonic time. The states which Germany has built are built on foundations no more stable than those of Napoleon or of Metternich.

All of this is dimly perceived by many Germans and clearly by a few. Napoleon, after Jena, mutilated Prussia far more cruelly and completely than Prussia has been able to mutilate Russia. But seven years after Jena the Prussian people, the whole mass of Germans in a still unorganized Germany, sprang to arms against the French. The spirit of race and nationality asserted itself and all the states which had been so carefully carved out of the corpse of old Germany collapsed with the explosion of Leipzig. Even Napoleon's German allies were forced to quit him, in obedience to the imperious demand of their subjects.

Sooner or later the Slav renaissance must come—the Slav risorgimento, and when it comes, then the German rule and régime in Russia is doomed. Further than this, the arrival of this day of Russian awakening must be hastened in Russia as it was in Italy, by the excesses of that native aristocracy, maintained by foreign bayonets—the prototype of the aristocracy Austria established in Milan—that Germany is to set up now in Riga, in Warsaw, in Kiev. When one realizes how much a little people like

the Serbs have endured in the last five centuries, since their really flourishing empire fell before the onrush of the Turk, and still preserved their nationality and their desire for liberty, it is not difficult to believe that the Russians, in their own time, will escape the German yoke.

Actually the German has borrowed the method of Napoleon to carve the Russian territories and the system of Metternich to enslave the conquered populations. There has been nothing as reactionary, as anti-democratic as the Treaty of Brest-Litovsk, with its actual as well as its implied provisions, since the Congress of Vienna and the subsequent Holy Alliance of the autocratic empires conspired to abolish the consequences of the French Revolution and insure the permanence of the blessings of absolutism. The same principles which Metternich denied, the principles of nationality and of democracy, have been denied by those who for Germany drew the later treaty.

The very arrogance of the German demands, the very extremes to which the Junkers have carried their ideas, are in the future certain to prove fatal to their real aims. Economic and political slavery have been imposed upon millions and millions of Slavs, Russians, Polish, Lithuanian, even Ukrainian. The way has been prepared to reduce these races to the condition of conquered populations in classical times. And looking back in history it will be seen that every attempt of this sort, since classical times, has led to swift and sure disaster for the state attempting it.

There are certain clear lessons which the Nineteenth Century taught. Napoleon, with all the clarity and splendor of his vision, failed to recognize the principle of nationality and it conquered him. Those who conquered Napoleon denied to Germany and to Italy the application of the principles which had brought them victory, and they even failed to recognize what had happened in France. As a consequence Germany and Italy obtained their unity upon the battlefield; and the French dynasty, restored, after Waterloo, lasted but fifteen years before it went into eternal exile.

For years Napoleon drew wealth, recruits, and power from the conquered nationalities about him, but with his first great defeat his creations collapsed. His representatives in the new states were prisoners or fugitives, and from Illyria to the Hook of Holland

the old masters came back welcomed by their subjects, although these new masters were speedily to prove unworthy of the confidence of those who recalled them. It can hardly be different, in the larger view, in Germany's new conquests. Lithuania, Poland, the Ukraine may or may not rejoin Russia, but they are no more likely to remain German-controlled than were Venetia or Piedmont to endure Hapsburg rule a century ago.

## V. WHAT IT MEANS FOR US

But the complete revelation of German purpose has for us a plain meaning. It simplifies the whole problem. For example: In order to seize that road to India which starts at the Black Sea in Russian Armenia and goes from Batum to Baku on the Caspian and is prolonged beyond the Caspian to the frontiers of Afghanistan above Herat, the Germans compelled the Russians to turn over a million and a half of Armenians to the Turkish butcher. The Turk had already well-nigh exterminated the Armenians in his own territories. There was no longer any possibility of considering a peace with the German by reconciliation and understanding. With such a political policy there could be no understanding.

When Rumania was deprived of her sea-coast—made a slave of the Bulgar in the economic sense—and, when, in addition she was compelled to consent to frontier rectifications which will give the Austrian a free and unobstructed road to Bucharest, thereafter, when the Rumanian oil wells were allotted to German, Bulgar and Austrian exploiters, there was an end of all talk of peace without annexations and without indemnities. When Poland was partitioned anew, when the Cholm district was assigned to the Ukrainian, here was a denial of all the rights of nationality; while the recognition of a few thousand Germans as the masters of millions of Slavs in the Baltic provinces and Lithuanian, was an ultimate evidence of how much Germany really cared for the principle of self-determination.

The very magnitude of the German offense against all that the western nations believe and all that we in the United States hold to, has had its beneficial effect for the Allies. It has silenced the voices of all but the pacifists and the pro-Germans. It has solidified all the elements of our country and of the other Allied nations behind their gov-



ernments, and confirmed the masses in the belief that there can be no peace-making while Germany is in her present mood, under her present leaders and while she retains that power over millions of men and women of conquered races, which the Russian collapse has bestowed upon her.

It would be hard to exaggerate the importance of this new unification of Allied peoples for the prosecution of the war at the outset of what must be the most critical campaign of all. The German has deliberately destroyed the case of those who, in the countries of his foes, were urging a peace by reconciliation. These are silenced by the German deeds in Armenia and Rumania. Indeed many of them have been converted to the doctrine that only by military victory can there be a salvation of the world from German mastery, from that German mastery which has revealed itself in its true colors at Brest-Litovsk and afterward.

And it seems to me that this is a great and permanent gain which has come to us out of all the misfortune and disaster of the Russian collapse. The Russians tried to talk peace with the Germans; they laid aside all old bitterness; they divested themselves of all traditional national aspirations; they offered the hand of friendship; they demobilized their armies; they deprived themselves of every means of defense. And when they had done this the Russians were ruthlessly robbed and despoiled of all that they possessed or could hope to possess. That this was an inevitable consequence of Russia's course a majority of the people of Russia's allies always believed, but only when the experiment was tried could the truth be incontrovertibly established. The Russian Revolution laid aside its weapons to prove that Germany was guiltless of previous and prospective crime and that the German people were in control of their government and prepared to make peace. Disarmed, the Russian Revolution was murdered, but in its death and by its death it revealed to us all exactly what the German purpose was and had been from the beginning. In so far the Russian course was a service, expensive as it must prove to all Russia's allies, and above all to Russia herself.

Thus, once more Germany has been unmasked and the necessity to abandon peace discussions has been established. We are standing where Europe stood in 1813 before Napoleon had been defeated at Leipzig. We know, as Europe knew then, that all peace

is impossible, it can prove but a truce as long as our enemy holds to a policy which means the destruction of the liberties and the denial of the rights of millions and millions of human beings whose rights and whose existence interfere with a German purpose or profit, however inconsiderable.

## VI. THE WESTERN OFFENSIVE

And so we come back to the familiar question of the Western Offensive. What Germany has created in the East can only endure if she can obtain peace or a decision from her western foes. The chance of immediate peace has vanished with the revelation of her eastern policy. Thus if German power is to be confirmed and German arrangements perpetuated in Poland, Lithuania, Rumania, and about the Black Sea in Europe and Asia, Germany must defeat France, Britain and the United States on the Western front, or she must win such victories on the subsidiary fronts, in Macedonia and in Italy, as to break the nerve of her western foes and lead them to abandon the East to German exploitation.

Now, writing on March 17, the riddle of the German purpose in the West remains for me, as for everyone, unsolved. It may be that before this article reaches the reader there will be an answer. It may be that a German attack against the British, against the French, or against both may have begun and the final German effort to win the war by a decision in the field and against the western nations will have started.

On the other hand, there is no mistaking the fact that the belief that this German threat of an offensive was merely a threat, has gained ground in the last month. We know that the Germans are still outnumbered in the West, although their reinforcements, when they arrive from the eastern front, may give them a slight advantage, in no case a large superiority in numbers. We know that, even though the capture of Russian and Italian guns and the release of Austrian may have given them a superiority in the number of heavy and field guns, their supplies of munitionment will not exceed those of their enemies, and this is the capital question.

We know that, as a consequence of the various attacks of the previous campaigns, the Allies now hold practically all the high ground and the vantage points on the immediate front, and we know that three years

and a half have given them the opportunity, which has been improved, to create systems of communication which the Germans cannot rival. We know, too, that American troops are arriving and slowly but surely taking their place upon the battlefield and that they will be numerous enough, before this year is over, to abolish any temporary advantage in numbers, which the Germans may have.

It is a fact indisputable, that the Allied prospects, based upon resources, numbers, communications, are incomparably better than they were in the Marne campaign which they won, in the Verdun battle and siege, in which the French triumphed. We know that the Germans have no such superiority in guns or men as the British with their French allies had at the Somme two years ago, as they had in Flanders last summer and autumn. Yet in both cases the British advance was relatively slight, the German line was not pierced, and nothing approximating a decisive victory was won.

In the face of these facts the growing belief is that the Germans will not attack in the West. But if they do not attack in the West this year, they never can attack on this decisive front, because next year American armies will give the Allies a present and enduring superiority in guns, munitions, men. The last campaign in which the Germans can venture to seek a decision in the West, is now opening, indeed, so far as weather conditions are concerned, has already begun, for the weather has been good for major operations for many weeks now.

And if the Germans, abandoning all thought of a decision in the West, go to Italy or to Macedonia, no victory, however considerable on either or both fronts will win the war. At most, success there can only be a moral success which can be exploited in a new peace offensive, when the campaign of 1918 is over and winter has come again. It can only bring peace if the Allies have lost heart and courage and are willing to make a bargain peace, leaving Germany supreme from the Baltic to the Black Sea and entrenched on the road from Batum to Persia, Afghanistan and India.

A third possibility presents itself. Before she attacks in any field, Germany may now launch one more peace campaign, with her pistol pointed at the head of the western nations. The logic of such a venture is patent, but the chance of success, given the response of Allied publics to the German revelations in the East, must be recognized

as slight, even by the German. It may be necessary for home politics, it may be considered as likely to prove profitable to the German, who to-day misunderstands Allied public sentiment. But, even if it comes, it can hardly prove of much importance.

## VII. WEST FRONT OR "SIDE SHOW"

In advance of the German decision we have all got to confine ourselves to a calculation of the chances as we see them, and let it go at that. The essential facts are plain enough. The Allies have surrendered the offensive because they no longer have that superiority in men and guns which is essential to a great attack and they will not have them again until next year, when the American army will be ready.

This gives Germany the chance to attack in the West. If she attacks and wins a decision, she will win the war and she cannot, in a military sense, that is, by her armies, win it on any other front. But if she attacks and suffers a new Verdun defeat or another Marne repulse, she will have lost tremendously in man-power, enormously in prestige, and she will be condemned to the defensive in the West henceforth. Her chance of supreme success is balanced by her risk of complete disaster.

On the other hand, an attack upon Italy would hold out greater promise of immediate tactical success, given the present Italian position. The burden of the casualties might be borne by Austria, who is most concerned. Any success would help Germany; any failure might be charged against Austria and German prestige preserved. A great victory might put Italy out; a smaller victory might carry the Austro-German line to the Adige and give the Central Powers a far better line of communications for next winter.

In the same way a victory in the Balkans would drive the Allied Army of the Orient out of Macedonia and shut them up in Salonica. Greece would be conquered and Constantine restored to the Hellenic throne. It would become the base for German submarines, and Salonica would be effectually bottled up, even though it could not be immediately captured. British communications with Egypt, India, and Palestine would be gravely imperiled and Greece would be brought within the lines of Mitteleuropa.

In such a campaign the major burden and the greater losses would be borne by the

Bulgarians, whose ambition to dominate the Balkans, to gain Salonica and Monastir, brought them into the war. Germany would lose comparatively little, while she would gain all that was gained, for Bulgaria is completely under German control and what Bulgaria acquires Germany will exploit.

Failure in the Balkans—and the chance of failure would be infinitely less than on the West front and materially smaller than in Italy—would diminish German prestige but little and cost Germany only hundreds of casualties, where the West front operation, successful or failing, would cost not less than a million.

A majority of foreign observers now believe that Germany will not attack in the West. They incline to the belief that the major German attack will be made in the Balkans; and they recognize the chance that in the Balkans a new German victory may be won. It would be a victory of only local importance, but such a victory as would materially cripple Allied transport further east, and impress the world with the idea of German invincibility. Equally clear is the recognition of the possibilities in Italy, although Italian prospects and morale have tremendously improved since last autumn.

To occupy Greece, to put Italy out of the war these would be the major objectives of German "sideshows" in Italy and in the Balkans. Limited successes in either field would be material aids to the German peace offensive of next autumn. Neither would cost so much as to depress German populations or increase the war strain of the German people largely, if only the most modest victories were attained or no real victory.

And it is essential to recognize, that Germany would thus maintain her eastern situation for another year and have this time for a further organization of the states she has created out of fallen Russia. She would, too, be able to insure the flow of food stuffs from Russia and Rumania into Germany and Austria and thus abolish the peril of famine, the greatest of all the menaces the war has had for her. But all these advantages would be of little ultimate value, if they meant that the Allies, reinforced by the United States, would resume the pressure in the West with the spring of 1919 and repeat the terrible experiences of the other western campaigns, which, whether on the offensive or the defensive, have cost Germany from a million to a million and a half of casualties in each campaign.

## VIII. THREE AMERICAN "FRONTS"

The past month has seen a rapid increase in the activities of American troops in France. On the Toul front, facing the St. Mihiel salient, where our troops were reported as engaged last January and February, there has been a growing frequency of trench raids and of artillery duels. These things mean simply that our troops are "learning how," and that the first American contingent to have a real position of its own is daily putting into practise the lessons taught it behind the line.

All of this is of no great importance in itself. It is but a detail in the vast daily routine of trench life which goes on from the sea to Switzerland, on a line of nearly five hundred miles in which we hold rather less than ten miles at most. But it is a proof that we are getting ready rapidly.

In addition to this American activity on the Toul front, there have been official assertions that American troops are working on two other sectors, one of them in action along the Chemin des Dames, under the direction of French soldiers and at the scene of the great French victory of last autumn and near the field of the battles of the Aisne in September and October, 1914, and in April and May, 1917. This portion of our troops is only temporarily on the Aisne front. They seem almost certainly to be destined to rejoin Pershing on the St. Mihiel salient, when their training is over.

On the other hand, a third American contingent has been reported as fighting away down at the Vosges end of the French line, east of the fortress of Epinal and not far south of the French city of Lunéville; that is, at the southern extremity of the Lorraine front. Conceivably these troops, also, are only taking a turn at the trenches with French teachers. On the other hand, it is at least possible that they are taking over the other end of the Lorraine front, as the first troops to go on the line at St. Mihiel took over the northern end of the front, which is in the end to be the American front.

Several times in these articles I have indicated my belief that our army would ultimately take its position on the right of the French and facing the Germans between the Meuse and the Vosges, between St. Mihiel and Badonviller, which is near our new sector. The first troops we had on any part of the line were put in north of Luné-

vile, not many miles from the Badonviller sector, and our first soldiers to give their lives in battle are buried in the little village of Bathelémont, less than five miles north of Lunéville, on the Chateau Salins road, back of the Forest of Parroy.

Official confirmation of this purpose to put the American troops on the Lorraine front, and to take over the Lorraine front from the French in its entirety, from the Heights of the Meuse, a few miles south of Verdun to the Vosges, west of the peak of Donon, has been given in the press during the past month; and Americans who are interested have now ample opportunity to study the whole countryside which is to be the scene of American effort in this war. We may take it over bit by bit, our divisions being sandwiched between French divisions. We may take it over mile for mile, as our divisions get ready, first occupying the south side of the St. Mihiel salient and then the trenches beyond the Moselle from Pont-à-Mousson to the Vosges below Lunéville. But in some fashion, we are, according to the announcements permitted by our Government, to occupy all of the old Franco-German frontier, facing outward toward the gap between Metz and Strassburg and guarding the roads by which the Germans invaded Lorraine and sought to seize Nancy in August and September, 1914.

For many months still, however, our troops must wait their turn. They must wait as Kitchener's new army had to wait all through the first four terrible months of Verdun, because they were not yet able to relieve the French by making any offensive on their own front. Before the year is over we ought, to judge from what has been passed by the censor, to have at least half a million troops fit for service in the line. This represents a reinforcement to our Allies greater than their combined income of new recruits supplied by those of their youth reaching military age in a twelve-month period. It is greater than the annual German class, by at least 100,000. When we arrive in force French soldiers forty-five and even of fifty, who have borne the burdens of three years and a half of war, will be released and will be able to return home and help increase the product of French farms. We shall replace older men with men in the vigor of youth; and the military gain will be incalculable. Little as is our contribution up to date, every bit of help is now precious. We are beginning to do some-

thing. We must not exaggerate this tiny bit, but we can feel that it is a contribution, needed and useful, and the sure promise of far greater things to come.

To-day Pershing has an army in France at least twice as great as that army which Grant commanded when he set out for Richmond in the spring of 1864. So much M. André Tardieu, the French High Commissioner, told us weeks ago. It is probably three times as large as Meade's army at Gettysburg or Field Marshal French's army at Mons, at the Marne or at the Aisne. It is not, like those armies, made up of trained troops. It can hardly reach the effective battle strength of the British army in its second campaign of the present war, this year. But it may prove of no little value before the campaign is over, even if its firing-line strength does not exceed the numbers already in France in January.

Every one outside of military circles has been a little dazzled by the fashion in which numbers have been discussed since the outbreak of war and the millions of men mobilized reckoned as firing-line units. The truth is that neither the British nor the French have ever had many more than a million troops in their regular organized establishment at any one time; and the Germans, who now have on the western front about 185 divisions, or approximately, 2,000,000 men, have never used more than 220 divisions, which is the strength of their army, the organized strength, as contrasted with the troops maintained in the depots to replace losses, the troops in training camps designed to repair other wastage, and the troops guarding communications.

If by the end of next winter we are able to put half a million in the field and provide the reserves to fill the gaps made by battle and trench attrition, we shall make a contribution of very real importance and of respectable proportions. Such an army, too, could hold seventy-five or a hundred miles of front, if the artillery were forthcoming, if the French could supply any gun-shortage on our part, as they probably could, temporarily at least. What this would mean to the French cannot be exaggerated, for the British can do little more in the way of taking over French trenches. The sector which they took over the other day, that from St. Quentin to the Oise, probably represents their last extension, and this leaves the French with more than two-thirds of the line still to look out for.

# OUR NAVY IN THE WAR

BY HON. JOSEPHUS DANIELS, SECRETARY OF THE NAVY

[After presenting the new estimate of naval expenditure to Congress last month, Secretary Daniels courteously sent to the editor of this REVIEW, in response to our request, a message for our readers on the marvelous expansion of our naval personnel and equipment. We also print with great pleasure the Secretary's fine statement on the spirit and exploits of the Navy in its thrilling and perilous efforts to clear the sea of the submarine scourge. This tribute to the Navy's heroes at sea was a part of the Secretary's recent address to a class of naval reserves at Annapolis.—THE EDITOR.]

## I.—A YEAR'S WONDERFUL EXPANSION

OUR experts on the many and intricate phases of the naval side of the war are studiously working in the closest coöperation, both among themselves and with the leading men of our allies, with whom there has been a particularly frank and free interchange of naval and technical information. Hence, our course of action is guided by the dictates of the best intelligence on matters naval at our command. As I said in my report, "Not only as to broad policies but also with respect to details of construction and tactics are we in close touch" with our allies, and it is upon the conclusions reached from these coöperative studies and interchanges of information and views that our estimates and proposals find origin.

The preëminent need in the Navy is for the destroyer and other small craft; and the preëminent need of carrying troops to France and getting supplies to them calls for merchant ships. Consequently, every facility in the country that may be employed in the construction of these types of vessels should be free to be utilized to the fullest extent.

For this reason I have not asked for appropriations to begin work on the vessels of the three-year program remaining to be initially appropriated for. It has not been practicable to begin the construction of some of the larger vessels of the program under the provisions of the Naval Act approved the 4th of last March. All energy is bent upon providing craft of the types I have mentioned; and not until all ways are no longer required for these would it seem proper to lay down vessels which take from three to four years to place in commission.

I am keenly desirous of completing the three-year program. It will be a big step toward "incomparably the strongest Navy in the world," which is the goal established by the President; and if any opening arises to

commence the vessels not yet started that are embraced in that program, I am not going to let the opportunity pass. We have sufficient money available to begin operations on all of them; and in my hearings I have asked that authority be given in the forthcoming Naval Bill to go ahead on any or all of them, with the balance of money remaining, should the way become clear.

Thus far the appropriations I have recommended in the next bill total \$1,364,638,624.04. Of this sum \$212,488,000 is definitely set aside toward the completion of vessels under construction, and \$100,000,000 is to go mainly toward the construction of additional destroyers and other small craft. Previous appropriations for new construction since our participation in the war, including the money made available in the Act of March 4, 1917, amount, in all, to \$533,107,070.

I have recommended an appropriation of \$188,042,969 for aviation, for which purpose \$56,000,000 has already been provided since the declaration of war. For ordnance purposes the recommendations total \$135,884,188.50. For this object there has been provided (including \$15,500,000 in the pending urgent deficiency bill and including the appropriations in the Act of March 4, 1917) \$409,862,243.50, besides an authorization in the pending urgency deficiency bill to incur obligations in excess of appropriations to the extent of \$34,264,000. The remaining sum covers the operation of the Naval Establishment, afloat and ashore, including all expenses incident to personnel and further generous provision for public work.

The enormity of naval credits, made and pending, since war became imminent—I will not go back of March 4, 1917—may be better realized by stating that they total



\$3,023,693,155.49 as compared with the total expenditures of the Navy from 1794 to 1916, inclusive (122 years), which amount to \$3,367,160,691.77.

I have recommended a further increase in the enlisted strength of the Navy for the period of the war to 180,000 men, exclusive of apprentice seamen, men under training in trade schools and men for aviation, and a further increase in the Marine Corps to 50,000 men. The Navy and Marine Corps, which a year ago had a total enlisted strength of about 67,000, now constitute, without the increase I have recently recommended, a force of more than a quarter of a million men. This, of course, includes naval reserves, hospital corps men, national naval volunteers, the naval militia and the coast

guard, which is a part of the Navy for the war.

Much credit for what has been accomplished is due Congress. It has voted liberal appropriations and passed much needed and helpful legislation.

These are not times to procrastinate. We are going ahead as rapidly as possible in all the many branches of the work without hindrance for lack of funds or legal restraints of any particular consequence. In conclusion, permit me to repeat the closing paragraph of my last report, to wit: "Much remains to be done, but it will be done cheerfully, gladly, efficiently. The plans have been made on a scale commensurate with the task. They will be carried out with speed, with confidence, and with ultimate success."

## II.—THE SPIRIT OF THE NAVY

**D**ESTROYERS, submarine chasers, patrol boats furnish practically independent command for younger officers who are put, as the British say, "on their own." This service requires unceasing watchfulness and preparedness, instant decision and action—qualities that have been displayed by these young Americans in a superlative degree. Battles with U-boats are measured in minutes, not hours. It requires a keen eye to see a periscope two thousand yards away, to train and fire a gun at a boat which can submerge in half a minute.

"Damn the torpedoes; go ahead!" Farragut's order at Mobile Bay expresses the spirit of our destroyer crews. They are not content with convoying merchantmen and guarding them from attack. They "go after" the submarines, and ask only where the enemies are. Read the story of the *Cassin*, which, though struck by a torpedo and seriously crippled, refused to return to port as long as there appeared to be a chance of engaging the submarine which had fired its deadly missile and submerged. The whole country was thrilled by the account of the exploit of the *Fanning* and the *Nicholson* in destroying a German submarine and capturing its entire crew. The British Admiral in commending officers and men said the incident showed that the destroyer is "a man-of-war in the best sense of the term, well disciplined and organized and ready for immediate action," and he concluded: "The whole affair reflects credit on the discipline and training of the United States' Flotilla."

There is many another story of the courage and energy of the men who are performing this arduous duty in foreign waters, which, for military reasons, cannot now be told. But their work will form a bright chapter in the history of this war.

Even disaster has been illumined by deeds of bravery and self-sacrifice, of men who were "faithful unto death." The first officer lost in the present conflict, Lieutenant Clarence C. Thomas, after the *Vacuum* was sunk, cheered his freezing men as they were tossed about in an open boat far from land, and he at last perished from cold and exposure. After the *Jacob Jones* was sunk by the sudden blow of a torpedo, Lieutenant (Junior Grade) S. F. Kalk, though weakened by shock and exposure, swam from raft to raft, to equalize the load and keep afloat the men who were awaiting rescue, and in the night, before succor arrived, perished. Every other officer and man displayed coolness and courage in the black hour of dire peril when most of them went unafraid to meet their Pilot "face to face."

Let us not forget those two gunners of the *Antilles* who stood by their guns until it was too late to escape, and the radio operators who remained at their posts, sending out calls of distress while the vessel went down.

These are heroes as truly as were the men of the *Bon Homme Richard* fighting under John Paul Jones or of the *Niagara* under Perry.

The gunners of the armed guards on merchantmen have made a record of which

we may be justly proud. The contests of the *Silver Shell*, which sent down the submarine which attacked it; of the *Moreni*, on which the men stayed at their guns until the flames flared up to the top of the smokestacks on the burning ship; of the *Campagna*, whose gunners fought for hours until their ammunition was exhausted; of the *J. L. Luckenbach*, which, though under a rain of shells, hit nine times and temporarily disabled, fought a submarine for four hours, before aid arrived, and later managed to reach port under her own steam; of the *Armenia*, which, though torpedoed, was saved through the courage and resource of its captain, crew and armed guard; of the *Navajo*, the *Mongolia*, the *Petrolite* and a dozen others are notable enough to be recorded in the naval history of the time.

These operations in the war zone, the coast patrol, the navigation and convoy of transports, of supply and munition ships, the defense of merchantmen are developing a body of as fine young officers as ever trod a deck. Such service brings out all that is best in them—resource, initiative, self-confidence, self-dependence; readiness to meet any emergency; the courage that calmly faces any danger. The Navy is no place for weaklings; but it does offer to the brave and able the greatest of adventures, the opportunity for service of the highest importance, with the reward of duty well done and the thanks of a grateful country which does not forget those who serve it well. What American could ask more?

It is now nearly a year since diplomatic relations were broken off with the Imperial German Government. We have won victories at sea, we have transported many soldiers safely across the ocean, we have already sealed our devotion with the blood of gallant soldiers and sailors, and are ready to sacrifice millions to make the world a free place for peaceful men to live in. We glory that the spirit of the America of the early days lives to-day, and that no act of ours has been bloody or brutal or wanton.

The Navy—and the same ideals animate the Army—has not forgotten the directions that its first captain received from Benjamin Franklin. Under authority of Congress Franklin issued instructions to John Paul Jones which are in marked contrast with

the instructions which are given to German captains of our day. The colonies were sorely pressed. If ever a nation might have pleaded necessity as an excuse for ignoring the laws of humanity it was the struggling and poorly equipped colonists. But hard pressed as they were, let us rejoice that Benjamin Franklin bade John Paul Jones "not to burn defenseless towns on the British coast except in cases of military necessity, and in most cases he was bidden to give notice so that women and children, with the sick and aged inhabitants, might be removed betimes."

These words seem to be a voice from a past century rising up to rebuke the bloody nation which failed to adopt Franklin's humane policy, all the more remarkable in a century when piracy was common upon the highways of the sea. But the American philosopher hoped his young navy would not only refrain from ruthlessness, but expressed the ardent wish that the commander might render service to a sea-captain whose discoveries had won him fame, for Franklin bade the American cruisers, if they chanced to meet Captain Cook, the great English explorer, to "forget the temporary quarrel in which they were fighting and not merely suffer him to pass unmolested but offer him every aid and service in their power."

If you wish to find the difference in America's method of warfare, it is embodied in Franklin's instructions to John Paul Jones, while if you wish to see the German ideal you need only recall the fate of the *Lusitania*, the many victims of Germany's stilettos of the seas, and the destruction of hospitals and homes and Red Cross houses of mercy. We are at war to-day with Benjamin Franklin's tender regard of non-combatants, while our foes boast of the barbaric exploits which regard not women or children or the places where nurses care alike for the wounded of every nation. You will read in vain in the naval orders of the world for so excellent a model as the orders drawn by the Quaker patriot for Captain John Paul Jones. In the spirit with which Franklin penned that order the Navy Department of to-day sends its brave sailors into war against the undersea assassins. I love to think that the America of to-day is worthy of the America of the days of John Paul Jones and Benjamin Franklin.

# THE GOVERNMENT AND THE SOLDIER'S FAMILY

BY SAMUEL McCUNE LINDSAY  
(Professor of Social Legislation in Columbia University)

[Some months ago, when the Soldiers' Insurance legislation was pending in Congress, we published a valuable article from Dr. Lindsay's pen which outlined the plan and helped to secure its prompt adoption. The present article explains in an authoritative way the nature of the system as it is now working, particularly the part having to do with family allowances. Dr. Lindsay is Special Adviser to Mr. Thomas B. Love, Assistant Secretary of the Treasury, in matters pertaining to War Risk Insurance.—THE EDITOR.]

EVERY patriotic man, woman or child, who wants sincerely to "do his bit" to help win this war must expect to make some sacrifice, to do without many things which would be considered ordinarily necessary and proper, and to suffer many hardships. If, however, you know anyone who has already made the great sacrifice of giving up a father, husband, son, brother, or near relative to the extra hazardous "active service" of the military and naval forces of the country, and is at the same time suffering want or distress for lack of food or shelter which money can buy in his neighborhood, the Bureau of War Risk Insurance in the Treasury Department at Washington wants to hear from you or from such person direct.

A just and generous Government through the action of a patriotic Congress has planned to prevent and alleviate such suffering, not as a matter of charity but of right, not years afterward, through the political favoritism of pensions, but at once by a new scientific application of the principles of social justice.

The Government expects every enlisted man to do his duty not only to his country but also to his family and those dependent upon him for support. Congress enacted in the soldiers' and sailors' insurance law of October 6, 1917—enlarging the activities of the Government bureau of war risk insurance in the Treasury Department—the most generous and far-sighted piece of social legislation that any country has yet put forth. It contains three great divisions: (1) A provision for both compulsory and voluntary allotments of pay, and family allowances to be granted and paid by the Government to the families and dependents

of all enlisted men (including women) in the military and naval forces; (2) payment by the Government of compensation and indemnities for death or disability resulting from personal injury suffered or disease contracted in the line of duty, and not due to wilful misconduct, by any commissioned officer or any enlisted man or member of the Nurse Corps (female); (3) a provision for cheap insurance which commissioned officers, enlisted men or members of the Nurse Corps (female) may take voluntarily as added protection.

Any one of these features alone would have been a staggering undertaking for our Government according to pre-war conceptions of public policy in the United States. All three together constitute a new governmental enterprise no less difficult to manage and no less colossal in its conception than the government operation of the combined railroad systems of the United States. The country does not yet fully understand or appreciate the magnitude and the possibilities of what has been quietly put into operation by the War Risk Bureau under the daring leadership of Secretary McAdoo, now Director General of the Railways of the United States, as well as Secretary of the Treasury. Still less is this ample provision for the welfare of the soldiers' and sailors' families fully known and availed of as yet by those whom it is intended to benefit most directly—the men of our fighting forces and their families.

The voluntary insurance which is really supplemental to the main protection the Government provides has attracted the chief attention thus far. This is natural since the response from the Army and Navy has far

exceeded the most sanguine expectation. Many of the largest units of the military forces are more than 90 per cent. insured. The maximum insurance protection which is allowed in addition to allowances and compensation benefits for death or injury is \$10,000 per man.

#### THE WORLD'S BIGGEST INSURANCE COMPANY

On March 15 over 1,500,000 persons in the military and naval forces were insured for over twelve billion dollars (\$12,000,000,000) and for an average of over \$8000 per man. This makes the U. S. Government the largest insurance company in the world; and the average business for one day often exceeds \$100,000,000 of insurance written and a total number of policies exceeding the total outstanding insurance business of a large private company which has been in business for fifty years. Every soldier and every member of a soldier's family or his friend will have cause for regret if he does not see to it personally that the soldier who is not yet insured gets the full amount of this cheap insurance. If he now has a policy for less than \$10,000 he should take out a *supplemental* policy for the balance. Congress has generously extended the privilege to April 12th for all who were in the service on or before December 14, 1917, and every new entrant into the active service has one hundred and twenty days from the date of entrance.

So much for insurance. Great as has been the magnitude of the task of informing the men and their families of their privilege and duty in that respect, that work is largely done and it has been the least of the difficulties of the War Risk Bureau.

#### PROVISION FOR SOLDIERS' FAMILIES

In this brief article I want to dwell chiefly on the Allotments and Family Allowances and bring home to our soldiers and sailors and more particularly to their home folks who share the burdens and anxieties of war what the Government wants to do for them through its provision for allotments and family allowances which will enable all the people to share those burdens.

Congress laid the right foundation for this law by raising the pay of the enlisted men in the army and navy, making the minimum pay for nearly all in the service \$30 a month, or double what it was before in most cases, and higher than that of any other army in the world. This was a just measure to

protect the highest standards of living in any country when so many of our citizens were to be called upon to forsake their usual peaceful occupations. But this was not enough to equalize the sacrifices which all citizens must make in time of war. No rate of pay for the army and navy could be made high enough to do that. So Congress proceeded to supplement the regular pay upon the theory that since the call to arms does not annul the moral and legal obligations of every man to support his family and those who have a blood-tie claim upon his earnings, it is the plain duty of the whole country which he serves to aid him financially to do this without undue lowering of his standard of living, and without requiring a disproportionate sacrifice on the part of his dependents.

#### CLASSIFICATION OF DEPENDENTS

This is sound doctrine, however, only when the enlisted man first does his part and contributes from his own resources all he can reasonably spare. Therefore we begin with the allotment which must precede a request for an allowance. Allotments and family allowances are not provided for commissioned officers or for members of the Nurse Corps (female). The allotment is compulsory for every enlisted man who has a wife, or child under 18 years of age or any age if the child is insane or permanently helpless, or a divorced wife to whom alimony has been decreed by a court, and who has not remarried. These persons constitute what is known as "Class A" dependents. A common-law wife is entitled to the same consideration as a legal wife and the claims of a legal wife and of all children take precedence of those of a divorced wife. Every enlisted man is required to file with the War Risk Bureau a statement, for which an allotment and allowance blank is furnished, showing whether or not he has any dependents, and if so how many, and what are their blood or marriage relationships to him.

Nearly a million and a half such statements are now on file in the War Risk Bureau and about 830,000 of them claim that they have no dependents for whom allotment of pay is compulsory or for whom they wish to make a voluntary allotment. Some of these no doubt will be found to have a wife or child for whom they seek to evade responsibility, and such wife or child or some one on their behalf should make application direct to the bureau if they

do not receive the allotment and the man will be brought to account. If an allotment is made for any beneficiary and through inadvertence or otherwise no request has been made for a family allowance, the wife, child or beneficiary, or someone on their behalf, should apply to this bureau for the family allowance. Some will later want to make voluntary allotments for Class B dependents when perhaps they find it more convenient to do so. Class B dependents for whom the allotment is voluntary include parents, brothers, sisters and grandchildren. Parents include grandparents and step-parents either of the person in the service or of the spouse. Brothers and sisters include those of the half blood and step-brothers and step-sisters and brothers and sisters through adoption. Even if Class B dependents are in want, an enlisted man is not compelled to make an allotment for their support, but he must do so before the Government will pay any family allowance to them.

The allowance in all cases both for Class A and Class B dependents is granted only when applied for, after the necessary amount of allotment of pay has been made.

The allotment must in practically every case where an allowance is asked for be at least \$15 per month, and must equal the amount of the allowance which the Government is asked to give, provided such amount is not more than half the monthly pay.

Where a man has Class A dependents, but no Class B dependents he must allot at least \$15 per month and as much more up to half his pay to equal the allowance requested according to the following schedule: for a wife but no child, \$15; a wife and one child, \$25; a wife and two children, \$32.50, with \$5 per month additional for each additional child up to a total of \$50, which is the maximum Government allowance to the dependents (Classes A and B) of any one man under all circumstances; no wife but one child, \$5; two children, \$12.50; three children, \$20; four children, \$30, and \$5 for each additional child. These allowances to Class A dependents are made without reference to dependency or need except that they may be waived by a wife who gives evidence of sufficient means for her own support, but may not be waived by a child, and a man may be exempted in certain exceptional circumstances from making a compulsory allotment.

When a man in the service has Class A dependents for whom he is making an allot-

ment and in addition has Class B dependents for whom he wants an allowance he must make an additional allotment equal to one-seventh of his pay. Under exceptional circumstances this additional allotment may be waived by the bureau. Class B dependents receive allowances as follows: One parent, \$10; two, \$20; each grandchild, brother or sister, or additional parent, \$5, provided the total family allowance for Classes A and B dependents for one man does not exceed \$50 per month.

#### ALLOWANCES FOR DEPENDENTS OF WOMEN

As there are no compulsory allotments for a woman in the service, her dependents are always Class B dependents. For Class B dependents where there are no Class A dependents men and women alike in the service must allot, if they want allowances for their Class B dependents, an amount not less than \$15 per month, and equal to the allowance which the Government will give, provided such amount is not more than half the monthly pay. Women receive for children, who would be Class A dependents for men, allowances as follows: One child, \$5; two children, \$12.50; three children, \$20; four children, \$30, with \$5 per month for each additional child.

Class B allowances are subject to two conditions: (1) The person receiving the allowance must need it and be dependent in whole or in part for support upon the person making the allotment. They need not be wholly dependent. They may have earnings of their own or also other sources of support. (2) The total of the allotment and the allowance paid to the dependents must not exceed the amount of the habitual contribution from the man to the dependents in all cases where dependency existed prior to enlistment or prior to October 6, 1917. Otherwise the Government allowance will be proportionately reduced.

The total of the allotment and family allowance for a divorced wife may not exceed the amount of the alimony decreed.

#### LIBERAL INTERPRETATION OF THE LAW

The War Risk Bureau, in its regulations made under the authority of the Secretary of the Treasury, has sought to interpret and apply the law in the broadest and most sympathetic way. For example, the regulation which defines dependency says:

For the purposes of the War Risk Insurance Act, a person is dependent in whole or in part,



upon another, when he is compelled to rely, and the relations between the parties are such that he has a right to rely in whole or in part on the other for his support.

Also, if a Class B dependent, for whom a family allowance is claimed, becomes dependent in whole or in part on the enlisted man, subsequent to both enlistment and October 6, 1917, the limitation as to habitual contributions is regarded as not applicable, and the family allowance is paid without regard to it.

A further illustration of liberality in interpretation is found in the definition of "total disability," which refers, of course, to the matter of compensation for injury and to insurance benefits in certain cases:

Any impairment of mind or body, which renders it impossible for the disabled person to follow a gainful occupation is deemed total disability and is deemed permanent whenever it is founded upon conditions which render it reasonably certain that it will continue throughout the life of the person suffering from it.

Family allowances are payable for one month after a man is discharged from the service, but are not provided for more than one year after the termination of the war.

The conditions of dependency and habitual contribution make investigation to prevent fraud, and adjustment to the changing conditions affecting dependents, such as births and deaths in the family, children reaching the age of eighteen, or contracting marriage before that age, and economic conditions affecting the family income, of the greatest complexity and difficulty in maintaining the necessary records in the War Risk Bureau in order that awards may be made promptly and allowances paid accurately each month as they become due. Severe penalties are provided for intentional fraud. Anyone knowingly making a false statement of a material fact in connection with claims under the Act is guilty of perjury and will be punished by a fine up to \$5000, or by imprisonment up to two years, or both. A beneficiary, whose right to payments under the Act ceases, and who fraudulently accepts such payments thereafter, will be punished by a fine up to \$2000, or by imprisonment up to one year, or both. Only great loyalty and patriotism on the part of several thousand employees of all grades has made it possible to establish a new organization, housed in several different buildings, working under the greatest

physical limitations under present circumstances in Washington, and to get this work reasonably well started.

Within four months since November 1, when allowances became payable, over a million checks have been sent out, aggregating more than \$18,000,000 for allotments and \$11,000,000 for allowances. Over a million index cards have been prepared and properly filed, and only 15,000 applications were held in suspense at the end of this period for further correspondence and investigation before awards were made.

Delays have been inevitable. The Government has had to rely upon outside agencies to tide over cases of need until its relief could be made effective. The patience of many beneficiaries whose claims could not be adjusted as promptly as the Government desired, has doubtless been taxed. The difficulties of making records or getting information concerning men scattered all over the world, in military camps, in the Expeditionary Forces, and on ships at sea, cannot be fully appreciated by every family whose interests naturally seem to them to be of paramount importance. The work is rapidly being brought under efficient business control, and most of the difficulties, delays and mistakes of the past four months are not likely to continue much longer.

The War Risk Bureau needs the coöperation of every social agency in the community that comes in contact with the families of the men in the service. Leadership, intelligent planning, and initiative, is often lacking in the family that most needs the help the Government is anxious to give, but may not be furnishing at all, or not to the fullest extent contemplated under the law. Friends of such families, who know of the law, of its purpose and scope, and how to reach those who have to do with its application, should bring such matters to the attention of the War Risk Bureau.

A strong fighting Army and Navy will be the stronger from a sense of security and social solidarity which they realize is thrown about those they leave behind. In creating this sense of security and social solidarity, not only social agencies, clubs, fraternal societies, churches, and charitable organizations, but every individual citizen may have an important part, and thus become a vital factor in sustaining the morale, the peace of mind, and the fighting efficiency of those at the front.

# MICHIGAN'S WAR ACTIVITIES

BY HON. ALBERT E. SLEEPER, GOVERNOR OF MICHIGAN

[One of the effective and patriotic Executives who direct the emergency work of our States in the war period is Governor Sleeper, of Michigan. What he tells our readers herewith of the efforts of that great commonwealth is most encouraging. Michigan's automobile industry and her many other manufacturing plants, as well as her agriculture, are going to make a great record for the year 1918.—THE EDITOR.]



HON. ALBERT E. SLEEPER  
(Governor of Michigan)

**M**ICHIGAN factories are turning out huge supplies for the Government. Motor trucks are being built by the thousand, and Henry Ford is planning to construct U-boat chasers on a colossal scale. In fact the whole of the immense manufacturing power of the State is at the disposal of the President and his advisers.

Last April the Michigan State Legislature appropriated the sum of \$5,000,000 for war purposes. The State War Board, consisting of the elected State officers with the Governor as chairman, is charged with the administration of this fund; and while we have been careful in the use of our money, while we have tried to avoid useless or wasteful expenditure, we have used money, and used it freely, wherever we have felt we could help the cause of the nation by so doing.

We have contracted for the purchase of a thousand farm tractors and an equal number of tractor plows, and if more are needed they will be forthcoming. These tractors will be re-sold to individual farmers, under a guarantee from each purchaser that he will keep his machine constantly at work. Not only will he do his own plowing but he will take care of his neighbor. This arrangement will help to minimize the inevitable shortage of farm labor from which the State will suffer this coming season. The State, too, is making further arrangements to solve the farm labor problem.

We have also purchased a supply of seed corn and spring wheat which will be distributed through the various sections where the need is greatest. We have, too, a large surplus of potatoes from last year's crop which have not been marketed, and, realizing that the growers would suffer heavy loss unless something could be done to bring relief, we have undertaken an experiment in dehydration, which, if successful—and we have little doubt about that—will take care of part of the big crop now on hand and next season will enable us to handle the whole crop.

Some months ago the War Board authorized the State Board of Health to deal with the subject of venereal disease not only in relation to the soldier but among the civilian population as well. This was done under the direction of Dr. R. M. Olin, Secretary of the Board of Health; and the Michigan plan has so commended itself to the War Department that they have recommended it for adoption in all the States of the Union.

The War Board, through the State Highway Department, has expended approximately \$300,000, in the construction and maintenance of military highways.

Last summer the "I. W. W's." started in to make trouble in the Iron Country, but the despatch of a detachment of our mounted

State Constabulary to the scene nipped the trouble in the bud, and we are assured by those in closest touch with the situation that our prompt action in this matter avoided serious disturbance in the mining region of the State. As it is, everything has been quiet there, and our men are still on guard. The Constabulary was organized since our entry into the war, and the general feeling seems to be that the service rendered in this part of the State alone has furnished ample justification for their establishment as a branch of the State Military organization. They have also done effective work in other parts of the State, guarding munitions plants, elevators, docks and the like.

We have been endeavoring also to take care of the boys who have gone to the training camps. We arranged to loan a maximum sum of \$400 to each young officer in need of financial assistance for the purchase of his equipment. We take their personal notes, and all these loans will be paid back, unless, and we do not like to think of that, the boys do not come back to us. We have been taking care of the dependents of our soldiers too, the wives and the babies and the mothers of both enlisted and drafted men. We have been paying from \$10 to \$50 a month to hundreds of families where the bread-winner has gone to war or into training. The national government has been necessarily slow in getting money to the many thousands of women and children dependent on the men who have been called into the service. In

the meantime, we have done what we could to tide over the period of financial stringency. We are determined to do our best for the comfort of the boys themselves and of the dear ones they have left behind. I might say in passing that we also purchased 16,000 pairs of rubbers for the boys in Camp Custer.

In each of our eighty-three counties we have established a County War Board. The County Boards in turn have recommended a Township or Ward Board in each township and ward in the State. These boards have been chosen with great care. We have done our best to secure the men who do things, and we believe we have an effective organization covering every corner of the State. It will be the business of these men to take the lead in all patriotic endeavors in their several communities.

In this connection mention should be made of the splendid work which has been done by the women of Michigan. They have risen nobly to the occasion, and their efforts have been most effective. They are now preparing for a State-wide registration of women for war service.

I am glad to be able to say that our State is united in its determination to do its full share toward winning the war. We realize the serious nature of the situation. We know that there is not only hard work ahead of us but suffering and sacrifice; but we have put our hand to the plow and we shall not look back.



THE FORD TYPE OF FARM TRACTOR AND PLOW PURCHASED IN LARGE NUMBERS BY THE STATE OF MICHIGAN, TO RELIEVE FARM-LABOR SHORTAGE



TRUCKS USED IN FAST DELIVERY SERVICE BETWEEN NEW YORK AND PHILADELPHIA

# MOTOR TRUCKS TO THE RESCUE

UNUSUAL USES AND APPLICATIONS THAT ARE HELPING TO RELIEVE  
THE TRANSPORTATION CRISIS

BY HARRY WILKIN PERRY

**"THIS** is Brown, Jones & Smith, commission merchants. We have a truck load of eggs coming down from Hartford. Do you know where we can get a return load?"

This telephone inquiry was received by the Chamber of Commerce recently in New York. It is typical of messages that are being passed over the wires daily in New York, Philadelphia, and cities in Connecticut.

It means that America is awakening to some of the possibilities that lie in her system of improved highways and the several hundred thousand privately owned-motor trucks in the United States.

The Return Load system is being worked out as one of several plans for increasing transportation facilities. There is no need to dwell on the pressing necessity for more and better transportation. The winter's fuel situation brought directly home to everybody the fact that the railroads, which have been the pride of America, are unequal to the increased burden imposed on them by the feverish activities of industry and commerce, stimulated by the war. Merchants, manufacturers, miners, and farmers have all suffered annoyances, anxieties, and losses—due to freight and express embargoes, shipping

delays, and total inability at times to get freight cars during the last three years.

## RELIEVING RAILROAD FREIGHT CONGESTION

Among the relief plans proposed by the Highway Transport Committee of the Council of National Defense was that so-called short-haul freight and express shipments be transferred from the railroads to the highways. This involves establishment of an embargo by the railroads against shipments within a distance of fifteen, twenty, or twenty-five miles of a city, thereby forcing such shipments upon the highways.

The railroads have already been ordered to refuse intra-city shipments in Boston, New York, Philadelphia and Baltimore—that is, shipments originating in and consigned to points within the same city. In Philadelphia there is an embargo on all shipments within ten miles of the City Hall.

Capacity of the railroads is limited mainly by terminal facilities; and the terminals are hopelessly congested with freight of all kinds. Much of this congestion is due to short-haul freight which can be handled as well or better by highway. By eliminating this miscellaneous small-lot freight, the freight houses and railroad yards will be cleared for long-

distance shipments that can be hauled economically and in volume only by the railroads.

#### "RETURN LOADS" IN CONNECTICUT

It was realized, however, that under present conditions, the highways were not being used most efficiently. Motor trucks were being used to some extent for haulage and delivery over distances of one hundred miles or more, but usually they returned to their home towns empty. Hence the return load plan was evolved. It was first put into operation in Connecticut, where there are many cities close together, with a first-class system of State highways, much manufacturing, and many motor trucks, and where railroad shipping conditions have been particularly bad.

The idea was taken up by the energetic State Council of Defense. In each city the local chamber of commerce or war bureau was asked to establish a Return Loads Bureau. The purpose of this bureau is to secure information from merchants and manufacturers as to goods they wish delivered in neighboring cities. The Return Loads Bureau is listed in the telephone book, so that a driver arriving in the city with a truck load for delivery may call up the Bureau and secure a load for the return trip. Thus the trucks operate at full efficiency, carrying double the quantity of freight, rendering valuable service to shippers, and reducing the charge for haulage.

Owners of trucks are glad to avail themselves of this opportunity to cut down their own costs of operation, and shippers who have no trucks of their own find the service an important aid.

The system is now being extended to link up the cities along the Atlantic seaboard from Boston to Washington, taking in those in eastern Massachusetts, Rhode Island, Connecticut, New York City and its environs, New Jersey, eastern Pennsylvania, Delaware, and the eastern part of Maryland. It is expected that eventually it will be worked out in other sections of the country where conditions are favorable.

#### LONG-DISTANCE MOTOR TRUCKING

While the return-load plan is a new method of utilizing motor trucks and the highways more fully, there is nothing new in the idea of hauling by motor between cities fifty to one hundred miles apart. Long-distance moving by motor van is a part of

the every-day business of the storage warehouse and van companies. It is quicker, cheaper, and more satisfactory for the householder to have his household goods transferred from Philadelphia to New York or from New York to Boston by motor van than by rail. This is readily understood when it is realized that the trip can be made in one or two days, that no crating is necessary, and that there are only two handlings.

Throughout the United States there are hundreds of motor express companies operating regularly in inter-city service. One such company operates a fleet of thirty-two trucks on a daily schedule between New York and Philadelphia—a distance of more than one hundred miles. During the past winter one was organized to operate between Detroit and Toledo, sixty miles, and another between Chicago, Waukegan, Ill., and Gary, Indiana.

The Philadelphia company, in addition to its regular New York service, undertakes hauling to Pittsburgh, to Baltimore and Washington, and to cities in New England. The value of such highway freighting service is not often appreciated until an emergency arises. Innumerable instances have proved that it is sometimes the only way of making a shipment within the necessary time.

#### EMERGENCY USE OF TRUCKS

Delays in subway construction work in New York were avoided last winter by emergency use of motor trucks when it was impossible to get materials by rail. One shipment came by truck from Pittsburgh, two loads from Philadelphia, and another from Seymour, Connecticut, 93 miles. There were also a number of shipments by trucks over shorter distances. Material hauled included electrical equipment, cable and parts for subway cars.

About the first of the year an export shipment of 400,000 pounds of finished leather was trucked from Philadelphia to New York in one week. On another occasion 100,000 pounds of ammunition were hauled over the same route within a week, to meet the sailing date of an Allied munitions ship. Again, during the sugar shortage, ten full truck loads of refined sugar from the Philadelphia refineries were hurried to Manhattan to relieve the situation.

A Woonsocket (R. I.) haulage contractor has made trips with five-ton loads of machinery to Philadelphia during the past fall and winter, bringing back loads of wool. One



truck made the 632-mile round trip in 92 hours. Beginning in March, he planned to operate trucks in regular service between Boston and Philadelphia, the schedule calling for a round trip in five days, allowing one-day lay-over for unloading, mechanical attention to the truck, and reloading.

#### SEVERE WINTER TESTS

Complete shut-down of industrial plants has been avoided by a hurry-up shipment of necessary materials that could not be obtained by rail. A factory at Poughkeepsie on the Hudson has had to send its trucks to Buffalo, Cleveland, and even Detroit to bring back certain parts required in its product.

An industrial plant in Detroit was saved from complete stoppage by motor trucks last January. During the worst blizzard of the winter, when drifted snow was several feet deep and the temperature was sixteen degrees below zero, a five-ton truck hauled thirty tons of coal from a snow-bound railroad siding over a nine-mile route to the factory, in five trips. The following day it hauled forty-eight tons in eight trips, working from seven o'clock in the morning until midnight. All other means of delivery were demoralized by the storm and the plant was out of fuel.

These few examples serve to show how highway transport is saving the day for business concerns, and also to show ways in which motor trucks can be utilized by others, not only in emergencies, but as a regular means of delivery for distances up to one



MOTOR TRUCKS SERVING AS AUXILIARIES TO THE RAILROADS DURING THE RECENT SEVERE WINTER IN THE EASTERN STATES

hundred, two hundred or more miles, when embargoes or other circumstances prevent the movement of freight by rail.

#### STORE-DOOR DELIVERY PLAN

Another ambitious plan for utilizing motor trucks in a new way, suggested by the Highways Transport Committee, is the Store-door Delivery system. This is the organized use of trucks for the local collection and distribution of freight handled by the railroads and steamships. These great common carriers never have seen fit to make the collection and delivery of freight a part of their business, as the express companies have done. They have left it to the individual shipper and consignee to furnish or find his own trucking service. As a consequence, goods remain in cars or in the freight houses or piers, from one day to weeks in some cases, awaiting the convenience of the consignee to remove them.

Under the proposed plan, no truck or wagon bringing goods to a pier or freight house for shipment would be permitted to depart empty or only partially loaded. It would be required to take on a full load of goods consigned to stores or factories in the same zone or section of the city from which it came. Thus, each day's receipts of freight would be cleared away promptly, instead of waiting for the steamship or railroad company to mail an arrival notice to each consignee and for the latter to send a truck to get his shipment. It would further reduce the congestion of teams and trucks at the terminals and the interminable waiting time of these vehicles to get into the piers or to the freight-house doors.



ONE OF THE INTER-CITY EXPRESS TRUCKS EXTENSIVELY EMPLOYED IN NEW YORK STATE

## NOT ENOUGH TRUCKS

In periods of great public emergency such as these, the principle of "the greatest good to the greatest number" must prevail, and the fortunate owner of a motor truck must expect to have it utilized to its fullest capacity in the public interest. He will benefit by it, however, since he will be allowed to make a reasonable charge for whatever hauling the truck does for others. The point is that, operated inefficiently as they have been, there are not nearly enough trucks in the country to take care of the enormous volume of short-haul freight and the local collection and delivery of shipments by rail and water.

There are hundreds of trucking and transfer companies in New York City using teams and motor trucks, but during the past winter they have all had more work than they could handle, and their rates have gone up to \$3 an hour or \$30 a day. Snow and cold weather have interfered with trucking, and at times a score or more trucking companies have been called on the telephone before one could be found that would take an order to move a five-ton load two or three miles.

Motor trucks are going to be in tremendous demand this year and for several years to come. Truck-manufacturing companies are working to capacity, but it is doubtful if they will be able to supply the market.

## "FARM-TO-TABLE" MOVEMENT

The newest use of motor trucks, and one that is going to touch the largest number of people in the most intimate way, is in the parcel post service. The Post Office Department at Washington is establishing inter-city motor truck routes, with the primary object of providing farmers with a means for making direct shipments of produce to the cities. These routes range from 50 to 125 miles in length and will have daily service. It is intended that an uninterrupted chain of them shall extend from Portland, Maine, to New Orleans.

These "star" routes have already been surveyed, and the Post Office Department has advertised for bids for the operation of motor trucks over them.

Two other chains have been planned, one extending from Lynchburg, Va., to Hagerstown, Md., Pittsburgh, Columbus, and Indianapolis, and the other from Charleston, W. Va., to Columbus, O., Cincinnati, Louisville, Chattanooga, and Atlanta. The total length of these three chains is upward of 4000 miles.

Where bids are considered excessively high, the Government will buy and operate its own trucks. It is now operating government-owned trucks on the following routes:

Washington, D. C., to Leonardstown, Md., 54 miles.

Washington to Baltimore, —.

Baltimore to Philadelphia, 110 miles.

Baltimore to Gettysburg, 53 miles.

Annapolis to Solomons, Md., 56 miles.

Trucks operating over these star routes (which are routes over which mail is not handled under railroad contracts) will collect and deliver all classes of postal matter, including parcel post, at all post offices along the way. It is estimated by the Fourth Assistant Postmaster General, who has supervision of the star routes, that to extend this system throughout the country would require in the neighborhood of 100,000 trucks.

As a part of its plans, the Post Office Department on March 15 increased the weight limit of parcel-post packages to seventy pounds for delivery within the first, second, and third zones, and to fifty pounds for delivery in all other zones. This is intended particularly to enable the producer to ship larger quantities of farm produce direct to consumers.

## WILL INCREASE FOOD PRODUCTION

Addressing a meeting in Chicago on this subject, Mr. J. I. Blakslee, the Fourth Assistant Postmaster General, said that in order to increase food production it was essential to give the producer some visible means of daily communication with the market. Hence this "Farm-to-table" movement was started. There are many productive sections in the country from which not a pound of produce is shipped to the cities, because they are remote from the railroads. What the movement means ultimately to the consumer is indicated by Mr. Blakslee's statement that under the present system of shipping by rail, fourteen handlings of eggs are required between the producer in Vineland, N. J., and the consumer in Philadelphia, while under the motor truck star route system these will be reduced to six. As every handling costs money, this will in time bring down the price of eggs and all other farm produce, resulting in a lowering of the cost of living.

Just as an example of what the Post Office can do with motor trucks, Mr. Blakslee said that during the past winter a truck route from Philadelphia to Oxford, Pa., had been operated on a 110-mile daily schedule without missing one trip.

## GROWTH OF MOTOR TRUCKING

In the foregoing pages the broader aspects of motor trucking have been dealt with, and it requires only a little imagination and vision to see wherein the highways are becoming a tremendously vital factor in the transportation situation. What the future holds in store in the matter of motor trucking is indicated by a comparison of the traffic census taken on the State highways of Massachusetts in 1912 and 1915 by the State Highway Commission. In the former year the average number of motor trucks passing each of 156 stations per day was  $11\frac{1}{2}$ , while three years later the average at 192 checking stations was 38—an increase of 230 per cent., or more than 75 per cent. a year. Undoubtedly the increase has been much greater during the last two years. On roads running out of Boston, from fifteen to eighteen miles out, there were usually between thirty and seventy trucks a day in 1915.

The report of the New York State Highway Commission for 1915 states that records obtained by a careful study of the use of motor trucks and busses on improved State and country roads outside of cities and villages, showed that such traffic amounted to 14,734,680 miles during forty weeks (excluding twelve weeks in the winter) and a total ton-mileage of 60,216,520, including weight of vehicle. This would indicate that the trucks and busses moved a total of more than 15,000,000 tons a distance of one mile during the forty weeks.

## TRUCKS FOR SPECIAL PURPOSES

Besides forcing the more extensive use of motor trucks, war has developed many special-purpose machines. There is the armored truck, with its machine gun, the searchlight truck that carries powerful searchlights and generates the current for them, and the tractor for hauling heavy artillery. But newer than these is a boot-and-shoe repair truck fully equipped with machinery for such work, power for operating the machinery being furnished by the truck engine. The American army is to be equipped with trucks assigned to the aviation section and fitted up for developing and printing photographs of enemy trenches and the country back of them, taken by photographers in airplanes. Observation balloons are transported on trucks, which have winches operated by the engine to haul the "sausages" down with a

cable. Recently an army dental truck was exhibited in front of the War Department in Washington. The body contained dentist's chairs and the usual paraphernalia that belongs to the profession. Secured to the side of the truck was a commodious khaki tent for waiting patients.

Probably the most unusual adaptation yet developed for army service is a bread-making truck. This carries an automatic machine, operated by the truck engine. It mixes the dough, molds any shape desired, cuts it into loaves of any predetermined size, and delivers them ready for baking. It has a capacity of 6,000 loaves an hour, and it is claimed that it will do work now requiring 112 men to perform. Traveling in company with an oven mounted on a truck, it can follow all movements of a regiment and furnish fresh bread every day to the soldiers in the field.

Almost innumerable are the applications of motor trucks to unusual civilian purposes. There is the glorified peddler's wagon in Los Angeles, from which fruit and vegetables are sold from door to door, and there are the motor snowplows that have kept open the "war roads" through the Pennsylvania mountains over which trains of army trucks have been brought from the Detroit factories to Atlantic ports for shipment to France.

## AUXILIARY USE OF TRUCK ENGINE

Of peculiar advantage to various lines of work is the ability to use the truck engine as a portable power plant. Perhaps the most familiar example of this is the motor fire engine which runs to a fire under its own power and then drives the water pump with the motor. The same principle is employed in trucks used by the electric light and telephone companies for pumping water out of manholes, for drawing heavy cables through conduits under the street, and for erecting telephone or electric-light poles.

It is unnecessary to mention more of the special purposes to which the motor truck has been adapted in order to indicate the wide possibilities. Combining the facility for rapid and long-distance travel with the feasibility of using the engine as an auxiliary power plant, the motor truck obviously occupies a field between the railroad and horse-drawn vehicles that was formerly unfilled and in which there is much to be done and great opportunities for doing it.

# SELECTING A MOTOR TRUCK

**S**O many factors are to be taken into consideration in making the purchase of a motor truck, or changing from horse-drawn to motor equipment, that the prospective buyer will be well advised to avail himself of expert advice that is obtainable for the asking. No matter how much he knows about hauling or delivery work with horses, he is not qualified to make a final decision regarding motor trucks or wagons unless he has had experience with them or has such a simple proposition that there is practically only one answer.

The careful purchaser will perhaps want to analyze his own problem as a preliminary, with all the facts regarding his particular business in front of him for study, and to familiarize himself with all the conditions that have to be met, as viewed from his inner knowledge of his trade.

Having done this and arrived at his own conclusions, perhaps, as to what kind and size of truck or delivery wagon is required, and how many, he should then invite the manufacturer of some make of truck, or the manufacturer's agent, to send a transportation engineer to make an independent investigation of his needs. All leading truck-makers, and their branch houses and principal dealers, have traffic experts or engineer-salesmen for this special work, and they are glad to make recommendations.

## GET EXPERT ADVICE WITHOUT COST

As these men are engaged constantly in the study of traffic conditions and requirements in all lines of business and have an intimate knowledge of the capabilities and limitations of motor trucks and their operators, they can almost certainly save the prospective purchaser from making a serious and costly mistake in selection of equipment.

It is natural that the transportation engineer will be inclined to make recommendations in favor of the purchase of the make of trucks he represents; but beyond this predisposition his recommendations are likely to be unprejudiced. Many such experts are so honest and free from bias that they will tell a prospective purchaser that he does not need a motor truck in his business if investigation shows that no advantage or economy will be

gained by replacing horse equipment. However, the need for more and better transportation has become so imperative that cases in which one or more motor trucks cannot be used to advantage are rare.

If he seeks the advice of a man connected with a company that manufactures a full line of trucks and delivery wagons (from, say, 1000 or 1500 pounds to five tons capacity) and bearing a good reputation for performance and durability, the prospective truck user may feel confident that the engineer will recommend equipment of the best size and the correct number of units to do the required work most efficiently.

## FACTORS TO CONSIDER

Every facility should be given the investigator to get full information concerning the customer's haulage or delivery needs, and the data from which the intending purchaser has made his own analysis should be placed in his hands. In all probability he will call for information and make suggestions on matters that have a bearing, but which have not occurred to the business man.

Among the more important items to be taken into consideration are the following:

1. Kinds and quantities of materials or goods to be hauled
2. Distribution area
3. Highway surfaces, grades, and climate
4. Frequency of delivery stops
5. Property values and rentals
6. Availability of electric charging facilities and comparative prices of current and gasoline
7. Manufacturer's service and repair stations
8. Loading and unloading facilities
9. Drivers and battery and engine experts
10. Dependence of business on railroad and steamship freight and express service.
11. City ordinances and State laws.

The importance of these points will vary according to circumstances and the nature of the prospective purchaser's business.

If the intending purchaser has a small retail store or shop, one light delivery wagon may suffice and many of the items can be ignored. If he maintains a large department store, he may need several large trucks to haul goods to outlying distribution depots and a corresponding number of light delivery wagons for house-to-house deliveries.

## GASOLINE, OR ELECTRIC?

The question then is whether the vehicle should be of the gasoline or electric type. This involves consideration of distribution area, length of delivery routes, street-paving, grades, climate, electric recharging stations, property values, and battery experts. Excessive grades, streets that are unpaved or in bad condition, very long delivery routes, severe winters with heavy snowfalls, and high rentals in the neighborhood of the store are disadvantageous to the electric vehicle. A small delivery area, with short routes and many stops near together, makes the selection of a gasoline vehicle questionable. Where rentals are high it is desirable to locate the garage in a cheaper section that may be two or three miles from the store. The trips from garage to store cut down the mileage that can be made on delivery routes on one charge of the battery of an electric truck.

## TYPES OF CHASSIS AND BODY

Should the intending purchaser be engaged in heavy manufacturing, and have but one delivery to make for each load, his conditions are entirely different. The size or weight of individual loads determines the capacity of the truck required, the length of chassis, and style and size of body needed. A machinery manufacturer will want a short chassis and strong, heavy platform or stake body, and will perhaps require a power winch operated by the motor of the truck.

A coal dealer, a gravel or sand company, or a road contractor should have a short chassis fitted with self-emptying steel or dump body. City ordinances requiring trucks to stand with wheels parallel with the curb may make a side chute obligatory for coal trucks. A box or barrel-maker needs a long chassis with large, roomy body.

## "TRAILERS" AND REMOVABLE BODIES

Lumber dealers are likely to find an equipment of tractors and trailers most suitable and economical, as one trailer or more can be left in the yard to be loaded while the tractor is hauling a loaded trailer for delivery, thereby saving much waiting time for the tractor and driver. This is important, because it is most economical to keep the tractor or truck moving. Only while the truck is engaged in hauling is it saving or earning money. Overhead expenses remain constant whether the machine is idle or working. For this reason, loading and un-

loading facilities are an important factor in many lines of business. It is often possible to utilize removable bodies. These special types of vehicles and bodies and their adaptability to various lines of business are matters with which the traffic expert is familiar, but of which the merchant or manufacturer may have little or no knowledge.

## NUMBER, SIZE, AND KIND OF TRUCKS

The number and size of trucks to be purchased depend upon the volume of business, frequency of deliveries, number of routes to be covered daily, and weight of load to be carried in one trip. Experience with horse-delivery service is not to be relied upon. A motor truck can make three or four trips to one by team, and it may serve the business better to have two medium-size machines than one heavy one. A change from horse equipment to motors may call for an entire rearrangement of routes and schedules.

If one's business depends much on receiving materials or goods by freight or express and on shipping by these methods, due consideration should be given to present and probable future unreliability of rail shipping. Many times the trucking facilities of a manufacturer or merchant may be called upon to make a long-distance trip to obtain materials necessary to keep a factory running or to make an urgent delivery when there is an embargo against shipping by rail. Character of the equipment is also to be considered in view of this contingency. An excessively heavy truck is not well suited for such work, particularly if it may have to operate over poor country roads. Furthermore, some State laws limit the gross weight of vehicle and load and also the weight per inch width of tire.

One should know something, too, about the company manufacturing the truck—its position as a factor in the industry, its reputation, quality of its product, length of time it has been in business, its financial condition, and the facilities it has in the purchaser's city for prompt and complete repair work and all the miscellaneous attentions to the customer's needs that are embraced in the broad and much-abused term "service."

It may be apparent from the foregoing that the wise selection of motor equipment is not a simple matter, and that it is desirable to secure the advice of a transportation engineer. Such advice costs nothing, and it does not put the recipient under obligation to make a purchase from his company.



# COULD THE AIRPLANES FLY TO EUROPE?

BY ERNEST P. GOODRICH

[Mr. Goodrich is an accomplished consulting engineer of New York, widely known for his successful achievements, and whose expert knowledge of harbor improvements is now in the service of General Goethals and the Government. Knowing his belief that many hundreds of American aeroplanes could reach France through their own medium and under their own power, he has, at our request, sent us the accompanying memorandum. He does not intend to criticize the Government's policy, but to stimulate the spirit of American invention and initiative.—THE EDITOR.]

WHERE is the vaunted American initiative and inventive genius? To be sure Americans invented the submarine and the aeroplane and laid the foundation for the tank in the caterpillar tractor, but others have so far improved on these American ideas that the latter are almost unrecognizable now in their offspring. The creation of the Liberty Motor is almost up to American ideals of American efficiency and we pray that it will be satisfactory in the same degree. We have heard rumors of submarine listening devices, torpedoes that seek their mark by sound, and unsinkable ships.

For military reasons, perhaps, it is inadvisable that the details of these inventions should be made public. We are trying to build ships but almost without shipyards, materials or men. We should immediately transport to Europe more soldiers and supplies than the present fleets of the world can carry.

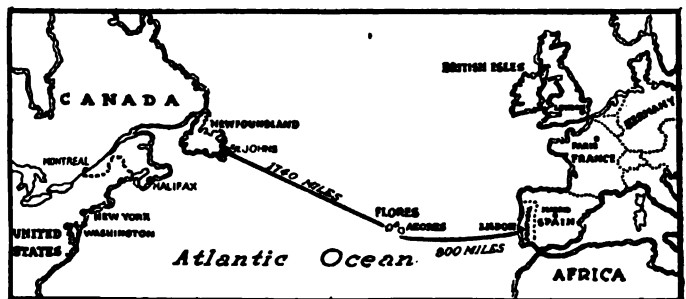
Why not undertake to make deliveries of some of these war necessities by other means? Why not train a corps of a thousand long distance air pilots and make deliveries of aeroplanes on the wing? Vessels are being convoyed; why not establish a boat patrolled route across the Atlantic from Newfoundland to the Azores, to Portugal, to France and send our machines through the air?

The long leg would be 1740 miles approximately from Newfoundland to Flores. This is admittedly about twice as far as the longest flight so far executed, and dangers would be involved to both pilot and machine; but this condition

will exist in a much more exaggerated form upon their arrival and use in France. By equipping each machine with auxiliary gas tanks and a temporary set of pontoons, by sending them out in squadrons of fifty or so, operating on a schedule, several machines in each squadron equipped with wireless apparatus, with small naval craft similarly equipped cruising over set stretches of the course to pick up those which are forced to descend, it would seem that the airships might be delivered without encumbering ocean vessels with an extremely bulky variety of tonnage. It has been estimated that airships will occupy approximately five times as much space per ton as food or munitions.

The stops along the route must, of course, be equipped with wireless stations and small repair shops. The number of water craft to do patrol duty may also be rather large but they could doubtless be largely recruited from the naval forces of the South American allies. An added, but by no means slight, advantage is the fact that the air route would cross at a long angle the most densely used transatlantic steamship routes to Europe.

By no means the least of the advantages accruing to a successful accomplishment of



PROPOSED FLYING ROUTE TO EUROPE



UNCLE SAM: "PATIENCE: I AM COMING, WITH SHIPS AND AIRPLANES."

From *Pele-Mele* (Paris)

this scheme would be the speedy delivery of airplanes at the front. The temporary pontoons and pilots could be shipped back on board returning transports and the process repeated. Supply depots, weather observations relayed from one station to another, flying above the clouds, observers in several of the machines of the squadron to take hourly sun observations for assigned route and altitude so as to be able to correct the

hour non-stop flight? Is that too much to ask of American genius? After such a test the ocean crossing would be easy and a trip from Paris to Berlin and back a simple jaunt. The Signal Corps and the Aircraft Board have overcome superhuman obstacles already. Why not undertake to make their branch of the service absolutely self-sufficient by delivering the planes under their own power at the battle-front direct from America?

course for wind drift, preliminary arrangements perfected, a few pilots working in relays, returning over each leg to guide each squadron from point to point—none of the details appear even questionable, to say nothing of being insurmountable.

Why should not American planes and American aviators be tested by successfully accomplishing a twenty-four-

## AN AMERICAN DEFENSE POLICY

(A Letter to the Editor from an Eminent Naval Authority)

I HAVE read your recent numbers with interest and am in accord with your views—a big navy; superior air power; universal training; a small standing army; you are well aware of Switzerland's wonderful mobilization at the beginning of the war. With the same percentage of efficiency universal training will give the United States ten to twelve million trained soldiers immediately available in an emergency.

We are learning most valuable lessons in efficient use of our equipment, supply, and transportation resources, and doubt if ever again political considerations will be allowed to risk the Nation's safety by delaying vital measures of preparedness.

As you perhaps know, I am urging in every possible way superior air power for the United States. But pending the time when that air power will be more important

than our Navy and Army together, I am heart and soul in favor of a big and speedy navy.

I have been advocating in the strongest possible terms a large fleet of the swiftest and most powerfully armed battle cruisers afloat.

Lack of battle cruisers, and the policy that keeps our battleships slower than those of any other first-class power, are fatal defects in our Navy.

If I had the power I would write three new articles into our national creed: (1) Universal military training; (2) the United States the first air power in the world; (3) a two-ocean battle-cruiser fleet.

If the results of our participation in the world conflict shall be to make those three things permanent features of our national policy, it will be worth all it may cost us.

# THE UNITED STATES SCHOOL GARDEN ARMY

BY HON. P. P. CLAXTON, COMMISSIONER OF EDUCATION



THE BAR FOR MEMBERS OF THE UNITED STATES SCHOOL GARDEN ARMY

(Border blue, letters and stars red. A captain will be entitled to three stars, a first lieutenant two, a second lieutenant one, and a private none.)

**B**ECAUSE of the very great need of increase in the production of food in every way possible, this year and as long as the war and the days of reconstruction shall continue, the President has directed the Secretary of the Interior to conduct through the Bureau of Education a campaign for the promotion of school-directed home gardening throughout the country. The Bureau of Education is calling on all boys and girls throughout the country in cities, towns, suburban communities, and villages having a population of 200 or more, to join the United States School Garden Army for the campaign of 1918. It hopes to enlist five million boys and girls and forty thousand teacher-directors. The "draft" age is from nine to sixteen, but younger and older boys and girls and parents will be welcomed as volunteers.

Should this number enlist it will, I believe, be the largest boys-and-girls club in the world. If they all work diligently from now until the beginning of next winter and can have wise direction, they should produce without cost for transportation and handling, and without deterioration in the markets, not less than \$250,000,000 worth of food to be used where produced. This will give four million families of five persons each all the fresh vegetables they need through spring, summer, and fall, and half as much canned and dried vegetables as they will need through the winter. At the same time it will release millions of bushels of wheat and thousands of tons of pork and beef for ship-

ment across the seas to feed our soldiers and our allies.

In the promotion of this garden work the Bureau of Education has the approval and cooperation of the Department of Agriculture, the Food Administration, the Council of Defense, the Junior Red Cross, the National War Garden Commission (private), and other organizations.

To make this work effective, one teacher-director should be provided for every company of from 100 to 150 boys and girls. These teachers should assist the boys and girls of the company to find such places—back yards, side yards, or vacant lots, at or near their homes—as can be used for gardens. They should direct and help them in preparing the ground for planting, in selecting and planting seeds at the right time, in cultivating, and in harvesting, canning, drying and preserving vegetables produced. The teacher-directors should visit all the gardens under their direction at least once in two weeks, giving to the boys and girls such practical and individual help as may be needed. Once a week they should call together all the members of their company for general instruction and directions and to give them opportunity to tell of their difficulties and successes.

In all the larger cities it is expected there will be garden supervisors who will give general supervision and direction to the garden work and instruct and help the teacher-directors as may be needed. Boards of Education, Chambers of Commerce, Councils of Defense, Women's Clubs, and other patriotic bodies are asked to provide money necessary to pay the supervisors and to supplement the salaries of the teachers who assume the duties and responsibilities of teacher-directors. The supervisors of gardening or the superintendents of public schools will send to the Bureau of Education the names and addresses of all teacher-directors with statement of the number of boys and girls in each company of the School Garden Army, and this Bureau will

send to all teacher-directors and supervisors every two weeks directions and instructions specially suited to the climate and soil conditions of the sections in which they work, and will answer promptly all requests for specific instruction.

The boys and girls, teacher-directors, and supervisors in this Army will wear a bar with the letters U. S. S. G. on it, and I am sure they will be very proud of the fact that they are members of the United States School Garden Army and are doing their bit toward winning the war for freedom and democracy. Not only will they help to feed our own people at home, our soldiers abroad and our Allies, but many of them will be able to make money with which to buy War Savings Stamps and thus contribute their part to the large sums of money which the United

States must have to equip and pay its soldiers and buy supplies and munitions of war. Their teachers know now and they will later understand that in doing this work they are gaining for themselves physical health and strength and moral character, a knowledge of nature, and education of the very best kind.

To make this food production campaign as effective as possible there has been organized in the Bureau of Education a school and home garden division under the direction of Dr. J. H. Francis, Superintendent of Schools of Columbus, Ohio, who has obtained leave of absence for this purpose, and who will have the assistance of a group of expert gardeners from some of the best normal schools and agricultural colleges of the country.

## INDIANA'S FARM PROBLEMS

BY WINTHROP E. STONE

(President of Purdue University)

INDIANA is making a great effort to increase food production, backed by an unusually effective organization through Purdue's Agricultural Department. We face,

however, difficulties—chief of which is insufficient man power. The constant depletion of rural labor in recent years has, of course, been greatly emphasized by war conditions; and now great numbers of farmers, who have the utmost desire to coöperate in the great movement for food production, are unable to do so because of this lack.

Another threatening obstacle has been the condition of the 1917 corn crop as affecting the supply of good seed corn for 1918. Prompt measures have been taken, however, in coöperation with the United States Department of Agriculture, to requisition all available seed corn of good quality and reserve it from the general market, for seed purposes.

There is a well-defined movement through the State to draw on school boys for assistance in farm work, and we are arranging to excuse many students from the University for that purpose, but these sources will not avail greatly to meet the need.

With every effort, I am quite certain that we shall not achieve anything like the results which would be possible were there sufficient labor to carry out present plans. These conditions, I think, are not confined to Indiana, but apply generally to all this middle west section.



UNCLE SAM CALLS UPON THE SCHOOL BOY IN THE NATION'S EMERGENCY

From the *Tribune* (New York)

# OUR MEAT SUPPLY

[When the existence of a state of war with Germany was declared, just a year ago, this country found itself facing an "unsatisfactory situation"—to use the words of Secretary Houston—in respect to its food supply. The farmers made a generous and patriotic response, harvesting record crops of most products except wheat, and increasing the number of live stock. Valuable reports on last year's results have recently been published, and plans for the coming year have been formulated. In the first of the two brief articles we place before the reader official data from the Department of Agriculture, while in the second article we print a statement from a foremost representative of the live-stock industry.—THE EDITOR.]

## I.—INCREASING LIVE-STOCK RESOURCES

THE achievements of last year furnish cause for congratulation and encouragement, but not for complacency or let-up this year—for the Department of Agriculture still holds that the situation is not satisfactory. Chief emphasis during the farm season now beginning is to be given to the production of the great staple food products, with special stress on wheat and hogs, the leading war foods.

Much has been said and written about wheat and other cereal crops, but the public is perhaps not so familiar with the meat situation. The supply of meats and of poultry had been somewhat larger in 1917 than in years immediately preceding, but the foreign demand was great and increasing.

The task of increasing the meat supply is a slow and difficult one. Hogs and poultry yield the quickest returns, and therefore urgent efforts were made by the Department of Agriculture to increase their production. At the same time, steps were taken to stimulate the production of beef and dairy cattle and to encourage the raising of sheep.

Figures now available reflect the value of the Department's activities. During the year 1917, the number of milch cows increased 390,000 or 1.7 per cent. "Other cattle" (steers, calves, and heifers) increased 1,857,000 or 4.5 per cent. Sheep increased 1,284,000 or 2.7 per cent, and swine 3,871,000, or 5.7 per cent. More than seven million meat animals were thus added to our food resources last year—at a time when meat-consumption reached unprecedented levels.

Pork constitutes more than one-half of all the meat products in the United States, and it is the mainstay of the ration of the laboring man and the soldier. The decrease in the number of hogs in Allied countries has

been very great, and is expected to continue at an accelerated rate. Our exports of pork products are now 60 per cent. larger than in the pre-war period, the increase consisting entirely of meat and principally of bacon.

The Department urges that the number of hogs should be increased by at least 15 per cent. during 1918. Conditions in each State have been carefully studied, and every farmer may know what increase in his region is feasible and desirable. Fortunately it is possible to increase the number of hogs very rapidly. In fact, hogs reproduce more quickly than any other meat animal, it being easily possible for brood sows to have each year two litters of five pigs each.

The Agricultural Department's annual census shows that, in contrast with other farm animals, sheep have decreased in number since 1914. Part of the loss was recovered last year. Encouragement of sheep raising will yield not only mutton but wool, imports of which have increased 48 per cent. in three years.

While the number of cattle, on the farms and ranges, increased 2,250,000 during 1917 (from 64,580,000 to 66,830,000), it must be borne in mind that we are still more than 5,000,000 short of the number available ten years ago. Our own needs have increased meanwhile—population growth being estimated at thirteen millions—and our exports of beef and beef products are nearly three times as large as previously.

The public little realizes the close relationship between the production of live stock and the supply of feedstuffs. Shortage of grains and forage, or high prices, will not only keep new production down but will cause premature slaughter of existing stock. Drought in Texas last fall caused the loss of thousands of beef cattle.



## II.—BEEF PRODUCTION AND THE WAR

BY DWIGHT B. HEARD, OF ARIZONA

(Former President of the American National Live Stock Association)

**A**N adequate supply of beef will prove to be one of the greatest factors in winning this war, just as it has always been a prime factor in previous wars. The United States stands to-day as the one country with large supplies of cattle available for the use of its own forces and those of its Allies. Despite the deplorable shortage of ships we now are able to send meat in greatly increased quantities to Europe. Therefore, the question confronting us is—How to encourage and stimulate production.

I see no real danger of a beef famine, as has been predicted by some, if we take action promptly and with common sense. As a matter of fact, official figures of the Department of Agriculture, recently issued, show a decided gain in cattle in the United States during the past year. The figures are reassuring: Total cattle on farms and ranges, January 1, 1918, 66,830,000; on January 1, 1917, 64,583,000; or a gain of 2,247,000 animals.

Of the cattle on hand January 1, 1918, 43,546,000 were beef cattle—nearly 2,000,000 more than a year previously. This gain is despite enormous shipments of cattle to central markets during the past year. Receipts of cattle at the fifty-three central markets during 1917 exceeded those of 1916 by 4,687,062 head, or a gain of 26 per cent. The exact figures were as follows: During 1917, 22,239,628 head; 1916, 17,552,566.

Now that the shortage of ships for the movement of food to Europe has been relieved, our exports of beef are increasing enormously. In the first ten months of 1917, exports of fresh beef totaled 194,887,512 pounds—a gain over 1916 of 25 per cent. But in the following *three* months (December, 1917, and January and February, 1918), our shipment of fresh beef to the Allies alone aggregated 128,500,000 pounds.

In addition to this large and increasing export demand, Mr. Hoover reports a surprising increase in our national beef consumption per capita, probably due to increased wages in the great industrial centers.

These figures indicate not only the huge size of this problem but our need of an intelligent national live-stock program, which should be built up by combining a fine spirit

of patriotic service on the part of the producer with a sound knowledge of the economic conditions affecting the industry.

The present conditions confronting the live-stock industry, particularly those engaged in producing beef and mutton, are most unsatisfactory. There has been an abnormal increase in the price of the primary feeds for live-stock, without a proportionate increase in the price of the finished animals. The producer of beef in the feeding districts of the country, at the present market prices and with the present abnormal costs of feeds and labor, is in many cases losing money on his operations.

There also exists a deplorable shortage in transportation facilities, a lack of farm labor, and a material increase in the cost of such labor as is available. The difficulty in obtaining experienced farm labor is largely caused by the unscientific application of the draft last year, which situation promises to become more acute by further operation of the system.

The Food Administration—through its control of the purchase of export beef, coupled with its power over the packers through the licensing provision and control of their profits—is indirectly fixing live-stock prices to-day, which in many cases are unremunerative to the beef feeder and producer.

To win the war the producers of the country must be maintained on a prosperous basis. All waste in distribution must be eliminated, manipulation and speculation at the central markets stopped, and a plan outlined for reducing the present excessive costs in retail distribution.

A comprehensive live-stock policy would include the creation of a commission representing various branches of the live-stock industry, composed of men of practical experience and known patriotism. These men should be given definite power, in coöperation with representatives of the Department of Agriculture and the Food Administration, to investigate the present unsatisfactory situation and recommend constructive remedies. Such an investigation would include range conditions, prices for feeds and for live-stock products, labor remedies, and marketing and transportation questions.

# THE NATIONAL NONPARTISAN LEAGUE

[Beginning in North Dakota as a movement of farmers, an association now calling itself the "National Nonpartisan League" is attracting wide attention in the fields of politics and economic legislation. We present herewith an article explaining and supporting the movement, and a briefer one from the standpoint of those who oppose it. Both articles are written by editors of ability and much experience. Mr. John Thompson was for eight years connected with the *New York Times*, and for an equal period the Managing Editor of *Pearson's Magazine*. He has recently gone to St. Paul and become actively connected with the Nonpartisan League. Mr. W. H. Hunter, who criticizes the League, is Managing Editor of the *Minneapolis Tribune*. He has had wide newspaper experience, having been Managing Editor of the *Washington (D. C.) Post*, and having held similarly important positions in a number of the leading newspaper offices of the Western cities. Mr. Hunter is honest in opposing the Nonpartisan League as dangerous and reckless in its socialistic program, while Mr. Thompson is honestly supporting it as a beneficent movement.—THE EDITOR.]

## I.—THE LEAGUE'S WORK IN THE NORTHWEST

BY JOHN THOMPSON

THE Nonpartisan League was formed in North Dakota in the spring of 1915. The grain buyers had instituted and controlled a marketing system of great injustice to the farmers. The politicians, controlling the State machinery, had refused to permit the votes of the people to change the system. The league was formed to overcome these things and to give to the farmers of the States fair marketing facilities.

### ABUSES IN GRADING AND DOCKAGE

The principal product of North Dakota is wheat. Wheat for selling is classed into grades. The grading for North Dakota and for the whole Northwest had been done by the grain exchanges—in short, by the buyers. It has been shown that between September, 1910, and August, 1912, the terminal elevators at Minneapolis received 15,571,575 bushels of No. 1 Northern Wheat, and that during the same period these same elevators shipped out 19,978,777 bushels of the same grade. The elevators had no wheat of this grade at the beginning of the period, but they did have 114,454 bushels at the end.

During the same period these elevators received 20,413,584 bushels of No. 2 Northern, and shipped out 22,242,410 bushels.

Thus the elevators shipped out more than 6,000,000 bushels of the two higher grades, Nos. 1 and 2, for which they never paid the price for those grades. What happened

is this: The elevators graded the farmers' wheat down to 3 and 4 when they were buying it; when they were selling it, more than 6,000,000 bushels that had been bought as 3 and 4 were sold as 1 and 2. The lower grades brought prices from 2 to 12 cents per bushel less than the higher grades. On examination, statistics show similar results in other years.

Dockage in grain is another effective way in which the farmers were robbed of their crops. There has been a dockage valuation of \$30 and \$35 on every 1000 bushels of wheat. The farmer pays the freight; and it has been shown before a Minnesota Legislative Committee that for more than ten years a freightage overcharge totaling about \$5000 a month has been collected as switching charges. In short, grading and dockage had cost the farmers of North Dakota alone millions of dollars every year.

TO NORTH DAKOTA FARMERS: "GO HOME AND SLOP THE PIGS!"

The farmers of North Dakota thought that the public ownership of elevators would help them to get fair marketing facilities. They tried for ten years through ordinary political channels to get the State to build elevators. Twice the State legislature, under the pressure of the farmers, instituted amendments to the constitution permitting the State to build elevators.

Twice the people of the State, by an enormous majority each time, confirmed the proposed amendment. Twice the machinery of the State government refused to obey the people's will. The last refusal was during the legislative session of 1915. Hundreds of farmers went to the State Capitol in an effort to impress upon the lawmakers the sentiment of the people of the State. They were told to "go home and slop the pigs." The politicians said that they knew what was good for the farmer—he didn't; let him do what he knew how to do—"slop the pigs."

#### A LEAGUE WITHOUT "POLITICS"

Then A. C. Townley suggested that the farmers take control of the State machinery—they being the majority of the people of the State. He suggested that the farmers organize themselves into a league without political partisanship, for the purpose of taking control of the State machinery. They organized the Nonpartisan League of North Dakota. At the following election the league cast 87,000 out of about 110,000 votes. It elected every State officer except one. It elected a majority of the Legislature. The farmers of North Dakota are now in a fair way to get proper marketing facilities.

The injustice in marketing farm products does not apply to North Dakota only. It applies to every State in the Union. In North Dakota, it is a matter of wheat; in Texas, it is a matter of cotton. In each of these States, and in every other State, the price of the farmers' products is fixed by the buyers. In no State is the farmers' cost considered. It is the buyer's business to buy as cheaply as he can, and he does it. The problem for the producer is always the same.

#### ORGANIZATION IN THIRTEEN STATES

The producers in neighboring States, observing what North Dakota had done, decided to do the same thing. They asked Mr. Townley and the men who had organized the Nonpartisan League in North Dakota to organize in their States. So the idea spread. The Nonpartisan League of North Dakota became the National Nonpartisan League. It is organized, or is organizing, in thirteen States—Minnesota, North Dakota, Wisconsin, South Dakota, Montana, Idaho, Washington, Colorado, Nebraska, Iowa, Kansas, Oklahoma, Texas.

The method of organizing the league is to send men from farmer to farmer, who

explain to them the purpose of the league. Before the farmer joins he understands its whole purpose. When he understands the purpose he joins. He sees where it benefits him. This comprehension by the farmer of just what the organization means to do is the precise reason why the political opponents of the league can have no influence upon the farmer after he has joined. The farmer knows what he has done, and he knows why he has done it. He is fortified against the fallacious arguments of partisan politicians.

#### PUBLIC OWNERSHIP THE CORNERSTONE

The basis of the league idea is public ownership. Public ownership of public necessities will mean fair marketing facilities for the producer. It will mean fair purchasing facilities for the consumer. The purpose of a man handling farm products on their way from the field to the table is to make money. The products are handled by various men and each man makes his profit. Some of these men are entirely unnecessary to proper distribution.

The league's plan is for the public—the State—to build, own, and control the facilities for carrying products of the farm to the city, at the cost of carrying it. The purpose of these State-owned facilities will be to store and transform raw food into eatable food, at the cost of the transformation. Thus the great spread between the price the producer gets and the price the consumer pays will be reduced. Undoubtedly the producer of the raw food will get more for his product. He should get more. He must get more. He must get enough to make farming profitable, or he must quit farming.

Transforming raw food into eatable food at cost, eliminating all useless handling and useless profits, certainly means that the eatable food reaches the consumer at a lower price than it now reaches him. The same process, when applied to the products of the city worker, means that the farmer will buy his supplies at lower prices than he now pays. Neither the city worker nor the farm worker will have to pay the profit upon profit that he now pays for so many useless handlings. The thing is perfectly simple. It is so simple that the political opponents of the league do not attack it.

#### LEADERS ATTACKED FOR "DISLOYALTY"

Politicians, of course, do attack the National Nonpartisan League. They see that

the league is about to take control of States other than North Dakota. They do not like this. They see that they cannot break down the league's principles. They have to break the league down in some way, however, or they will cease to control. So they attack its leaders. They call them names. They say they are "crooks" and "Socialists." They have even charged the league with being disloyal to the United States Government. The charge seems to have been founded on certain thoughts expressed last spring by league men as to the conduct of the war. These are the thoughts:

Profiteering should be eliminated.

When the price of wheat was fixed it was urged that the price of all necessary commodities be fixed in proportion.

It was urged that a definite statement of war aims be made, and what those aims should be was suggested.

It was urged that the principles of man conscription be applied to wealth; that the war be financed, first, from the pockets of the men best able to spare the money.

#### REALLY WITH PRESIDENT WILSON

Now, observe:

The national government is doing all that it can do to eliminate profiteering.

It is also urging upon Congress that prices be fixed on all necessary commodities.

The President has stated our war aims, and his statement does not differ materially from the aims suggested by the league.

Thus, three of the four thoughts for which league men have been called disloyal are also the thoughts of the national Administration. The fourth, wealth conscription, has been urged by many prominent men who have not been called disloyal. The fact is that in the matter of the war the National Nonpartisan League stands squarely with President Wilson.

#### THE NORTH DAKOTA PROGRAM

The accomplishments of the league in a political way have been the capture and control of the State of North Dakota. The main program of the league for North Dakota—State-built elevators and flour mills—has not yet been accomplished, because at the last election twenty-four State Senators were not up for election. At the legislative session these twenty-four hold-over Senators succeeded in preventing amendments to the State constitution that would have permitted the State to build elevators and flour mills at once. These twenty-four hold-over Sen-

ators will be up for election in November. They will not hold over. At the same election the necessary amendments to the Constitution will be initiated by the people.

Much legislation, however, beneficial to the State was enacted. Executive acts of the State officers have been of even more benefit. Economic accomplishments have resulted entirely from political accomplishments.

*A grain-grading commission has been formed. Rural schools have been standardized. Rural schools have been given better teachers. They are having better attendance and better health.*

*An inheritance tax was levied on large fortunes.*

*Votes were given to women.*

*Money was appropriated for experiments at the Agricultural College, by which it has been proven that low-grade wheat selling at 70 cents per bushel was worth, for making flour, pound for pound, as much as high grades selling at \$1.70 per bushel.*

*New taxation classifications were adopted, which reduced the rate for improvements upon farm lands and passed part of the burden of taxation on to the corporations that had been dodging taxation since the beginning of time.*

*A dairy commission was provided.*

*A license system for creameries was established.*

*Guarantee of bank deposits was provided for.*

*A welfare commission was created.*

In all, thirty-two remedial steps were taken for the benefit of the people of the State. Briefly, it is estimated that each farmer has saved, under the present State management, from \$800 to \$1000.

#### THE NATIONAL PROGRAM

The National Nonpartisan League, or some other organization embodying the ideas that are its basis, will control the United States. There is no way to stop it, for the simple reason that people cannot be prevented from thinking. As people think they see the justice of the thing and what it means to themselves. As they see that, they adopt it. The war is making people think faster than ever. If public ownership and control is good for a nation at war, it is good for a nation at peace. The people see that public ownership of public necessities is an absolute requirement of a life scheme that will give to each man a chance to live healthfully, properly to educate his children, and to have some of the little enjoyments of life.

To that end the National Nonpartisan League will have candidates for State and national office in those States in which organization has reached the point where the members want to endorse candidates. Indi-

cations seem to point to the election of from fifteen to twenty Congressmen this year.

The most significant indication observed at the office of the National Nonpartisan League at this time is the great interest in the movement shown by the people in States in which the League has made no effort to organize. In the national headquarters hundreds of letters are received every day asking for information. These letters do not all come from farmers. The fact is that the greater part of them are now coming from industrial centers. The industrial worker sees that the league's plan for providing proper marketing facilities will benefit him just as much as it does those who produce the food.

Experience has shown that little benefit for the common people can be obtained except through control of political machinery. This principle applies to the national government just as it does to State government. The national Congress has taken more steps for the protection and interests of business en-

terprises than it has for the protection and interests of the majority of the people. This is due largely to the fact that business enterprises have control of political power. The men who have been elected have felt in some measure that they owed their election to business enterprises. A man naturally will respect the interests of the person to whom he owes his position.

The National Nonpartisan League is now composed of farm workers. Industrial workers are showing an intense interest in it. These workers form the majority of the people of the United States. The political coalition of these workers means political power for them. They will send men to Washington who owe their election to them. These office-holders will respond to the interests of those who sent them to Washington. The result will be legislation beneficial to the majority instead of to the few. It cannot be otherwise. That is the broad purpose of the National Nonpartisan League.

## II.—WHY THE LEAGUE IS OPPOSED

BY W. H. HUNTER

**T**HE cardinal count in the indictment against the National Nonpartisan League, on which its managers and promoters are seeking a verdict of "not guilty" by a jury of the public, is disloyal leadership.

Political leaders of the League, than whom the country has produced no shrewder or more resourceful, are contending that the farmer is down-trodden and oppressed, that every man's hand is against him and that for his own salvation his hand must be against every man. They have sought to embitter the farmer against bankers, grain-dealers, elevator-operators and millers and to ally the laboring men of the cities with the farmer by the contention that this is "a rich man's war and a poor man's fight," that while the farmers and laboring men are bearing the brunt of the fighting, the manufacturers and business men generally are piling up wealth, through munitions-making and profiteering.

It is ostensibly to protect the farmers against this kind of oppression that the National Nonpartisan League has organized in a half-dozen States in which farmers are in the majority, and the fallacy of the contention is plain on the face of it. The farmers are in a healthy majority in North Dakota,

South Dakota, Minnesota, Nebraska, Kansas, Iowa, Montana, and in every State in which the League is active. The history of these States, from the days of the Ocala platform down to the last election, shows that the farmers have never failed to have their rights recognized and their wrongs redressed by legislative action. They are and have always been in the majority in these States, and the claims of the League leaders to-day assume the form of a plea by the majority to be protected from the wiles and machinations of a wicked minority.

The cuttlefish when attacked sheds ink to becloud the waters and elude pursuit. The League leaders are playing the rôle of political cuttlefish just now and trying to becloud the political waters by claiming that the wicked interests are trying to prevent the farmers from organizing. There is not and has not been anywhere in Minnesota or the Dakotas the slightest opposition to farmers' organizations. The opposition to the Nonpartisan League, an opposition that in Minnesota is assuming menacing form, is caused, not by the organization of farmers, but by the secret or open disloyalty of leaders of the League. The line is being closely drawn in Minnesota between the loyalists



and the disloyalists, and no less a person than the Governor of the State, J. A. A. Burnquist, elected by farmers' votes and by the largest majority ever given a Governor of the State, has openly placed the leaders of the National Nonpartisan League in the disloyal class. The president of the League is under indictment in two Minnesota counties for obstructing the draft. The manager of the League has been convicted of a like offense, and other organizers and representatives of the League have been charged with obstructing the draft.

#### BUSINESS INTERESTS SCENT SOCIALISM

It is true that the business interests, both big and little, of the Northwest are opposed to the Nonpartisan League and fear it. This opposition and fear are based on the League's record in North Dakota, where only the existence of a hold-over State Senate, not elected by the League, prevented North Dakota from going "whole hog" into the experiment of a Socialistic State government. The League attempted to adopt a new constitution for North Dakota by act of the legislature, instead of by vote of the people. It proposed to remove the limit of indebtedness that might be incurred by the State or any political division thereof. It proposed to exempt farm improvements from taxation and to authorize the issue of currency by State banks. It proposed State ownership of flour mills, terminal elevators, railroads, packing houses and to allow the State to engage in any and all forms of business and industry. It proposed that "three bona fide farmers" should be elected to the Supreme Court of the State. It proposed State socialism on a scale never before attempted in this country and never attempted anywhere except quite recently by Lenine and Trotzky in Russia.

Objection has been offered, also, by the business interests against the plan of a chain of cooperative stores and banks, proposed by the League leaders and for which more than \$1,000,000 have been subscribed by the farmers who have no voice in the control of these enterprises, no share of the dividends and no control of the funds, but who have the privilege of trading at such stores "at cost, plus 10 per cent," for cash. The League is opposed also because its leaders are avowed Socialists and in favor of applying the most radical Socialistic theories to the government of the States in which they secure control.

#### SOME OF THE DEMANDS REASONABLE

But these questions can be fought out in peace times, just as the fallacies of the Farmers' Alliance and the Populist party were rejected and the meritorious measures adopted by the legislatures of those days. No one contends that all of the claims of the Nonpartisan League are unjustified. Some of them are just and must be recognized by legislative action. The difficulty with the farmer to-day is that, because of the abolition of party lines through the nonpartisan primary laws, in force throughout the Northwest, he feels the lack of leadership, the need of an organization through which to make his appeals and demands for legislative action. With every politician for himself, no responsibility anywhere, the farmer, who is naturally a conservative, is forced to turn to radical leaders who want to lead him into the mire of Socialism.

#### "POOR TRAY"

Keep this honest farmer in mind; see into what company he is drawn when he rallies to the standard of the National Nonpartisan League. Hundreds of meetings called by that organization in Minnesota have been suppressed and the organization has been barred from holding meetings in many counties because the sheriffs and loyal citizens have become convinced that such meetings, if permitted, would end in riot and bloodshed. This is not at the dictation of "Big Business." These meetings have been banned by the sheriffs and other peace officers elected by the votes of farmers, by men who know their neighbors and know where they stand on war questions. The meetings have been banned because whenever one has been permitted, it has served as a rallying center for professional pacifists, every pro-German for miles around, for I. W. W. preachers of sabotage and for Socialist spellbinders openly opposing the draft. These same Socialists, who have been active in helping the League leaders, have nominated for Governor of Minnesota a man who has been convicted for obstructing the draft and a candidate for State Senator who is under conviction for seditious utterances, and they were nominated on a platform which demanded the repeal of the draft act, endorsed the Russian Bolsheviks, expressed sympathy and support for the I. W. W. leaders under indictment at Chicago, and demanded the immediate withdrawal of our forces from France.



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BRITISH TROOPS UNDER GENERAL MAUDE ENTERING BAGDAD IN MARCH, 1917

# THE GLORIOUS CITY OF BAGDAD

A STORY OF NINE THOUSAND YEARS

BY JOHN P. PETERS, PH.D., SC.D., D.D.

"**T**HE Glorious City"—this is the official designation of Bagdad on all Turkish documents. Bagdad is glorious, however, only by reflection from the past. The houses of the present town are crude constructions of brick, mostly from ancient ruins, and adobe; living is primitive; sanitation is non-existent; the streets, or rather lanes, so narrow at times that one beast of burden fills the whole space from blank wall to blank wall, are sewers and rubbish heaps, and the reservoir for water supply is the Tigris River, which divides the city into two parts, just where all the filth of the city's lanes pours into it. In the business sections, the bazaars, the streets are roofed over with rude screens of palm logs covered with mats and reeds, as a protection against the burning heat of the summer sun.

The houses are provided with *serdabs*, a sort of cellar, for household resort during day-time in the long summer months, and where there is no *serdab*, with mats of thorny shrubs to hang before the windows and keep drenched with water. At that season the whole town sleeps and eats on the roof, and the main, middle floor of the houses, above the *serdab* and below the roof, is practically unused. The heat of summer is intense, and everything is constructed to alleviate its discomfort, consequently one suffers miserably during the brief rainy period from the cold and damp at home and abroad. The death-rate is enormous, cholera and the bubonic plague are more or less endemic, and everyone is marked somewhere with the "Bagdad date mark," the scar of a boil of unknown cause, which generally attacks

the stranger above, the native below the neck.

There is no architecture at Bagdad and few relics of antiquity. The remains of a quay on the river bank contain bricks bearing the stamp of Nebuchadrezzar; on the outskirts of the western town is shown a pineapple-topped tomb said, not quite correctly, to be the tomb of Zobeide, the favorite wife of Harun-er Rashid; there are old tiles and faience in a few of the mosques, and parts of the old walls, also of brick and adobe, still exist.

How many people live in Bagdad no one knows. Estimates vary from 70,000 to 200,000, favoring the latter. Of this population, about one-fourth may be Jews, descendants of the Captivity, who through all these long centuries have played an important part in the economic life of that country, and during many of them a predominant part in the religious and cultural life of Jewry the world over. Less than one-tenth of the population are Christians, Armenian, Syrian, Chaldaean or Roman, and the remainder Moslems. Of these the great bulk are Shiites, who hold with the Persians, and hate the Sunnite Turks almost as much as and sometimes more than they hate the Christians, which is saying a good deal.

The Sunnites, be it said, are those who hold to the Koran plus tradition, corresponding in this respect to the Pharisees among the Jews of old. These constitute the majority of the adherents of Islam to-day, and hence are orthodox. The Shiites, whose special home is Persia, reject tradition, and the orthodox caliphate, adhering to Mohammed's adopted son, Ali, and his descendants, as Mohammed's heirs and successors. In the matter of clean and unclean they are more rigid than the Sunnites, so that even the cup or jar which a Christian has touched must be broken; but doctrinally they are less rigid, and especially when they are tainted with pantheism and hold to incarnations of deity.

The language of Bagdad, as practically of all parts of the Turkish Empire, present and past, Asiatic and African, south of the mountains of Asia Minor, is Arabic. Like Damascus, at the other edge of the desert, only much more so, Bagdad is the capital of a large territory inhabited by wild Arabs, partly *bedouin*, who dwell in tents and move freely from place to place, and partly *ma'dan*, most primitive soil tillers, who live in reed huts clustered about the mud castle of a petty chief. To both of these Bagdad seems the incarnation of splendor and luxury,



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#### THE PRINCIPAL STREET OF BAGDAD

(The buildings at the right are the old Governor's residence, the city building, and the police headquarters)

which they openly condemn and secretly covet; while the proud townsman of Bagdad despises them as uncouth barbarians, at the same time that he fears them.

To appreciate Bagdad one must come to it as these Arabs do, and as I have done, out of the desert. How beautiful it seems as you see it in the distance, a mass of verdant palm trees rising out of the treeless plain, and glittering above these the wonderful gold domes of the mosque tombs in the sacred and fanatical suburb of Kazemain!

Bagdad straddles the Tigris at the point where that river and the Euphrates most nearly approach, opposite a natural caravan route up the Diyala River, which joins the Tigris at this point, through the Zagros or Pushti-Kly mountains to Kermanshah, and Hamadan in Persia, and so on to Central Asia. Commanding both the river route southward to the Persian Gulf, and the caravan routes northward up the Tigris to Asia Minor and the Black Sea, and westward up the Euphrates to Syria and the Mediterranean, as well as the road eastward to Persia and Central Asia, this general locality is the natural site of a capital.

Immediately north and northwest of

Bagdad lies the stone-bottomed steppe through which the rivers force their way in narrow beds; below it southward all is alluvial deposit to the Persian Gulf. This alluvial plain, the ancient Babylonia, now known as Irak, more than four hundred miles in length and almost half as broad, between the lofty Persian Mountains and the low, stony plain of the Arabian Desert, with the adjoining alluvial plain of Arabistan, in Persia, is of great potential agricultural and industrial value. The former is a deposit from Asia Minor of the mighty rivers Euphrates and Tigris, the latter of the smaller and less famous rivers Kerkhah and Karun from the Persian Mountains, all four uniting and emptying into the Persian Gulf (filling it up at the rate of 100 feet a year) in one channel, known as the Shatt-el-Arab, on which is situated the town of Bosra, the port of Bagdad.

#### IRAK, OR BABYLONIA

Irak is an absolutely flat plain of river mud, without a hill, or a stone larger than a pigeon's egg, depending for its fertility on the floods of the Euphrates and Tigris. At or shortly after the close of the rainy season, in April, these two rivers begin to rise, reaching highest flood in June, at which time Bagdad is an island protected by dykes; the Tigris is a chain of lakes; much of the land along the Euphrates is under water, and the rest of the country is turned into swamps and morasses. In days gone by these floods were restrained by dykes and dams, the surplus water was collected and held in reservoirs, and the rivers were distributed and controlled by a vast system of canals. Now the floods do rather more harm than good, inundating and destroying, then receding to leave a baked and burning wilderness of cracked mud behind.

In former times the floods were streams of life, watering the land and fertilizing it continually with new deposits, so that, as Herodotus tells us, the ground produced yearly three crops of wheat. It was a land peculiarly blessed, especially from the standpoint of earlier culture. Wheat and the date palm were indigenous, and bricks for building houses were formed and baked by nature almost without man's intervention. Nature even furnished cement in the form of bitumen springs along the edges of the valley. She was a kindergartner also, suggesting to her children not only the manufacture of bricks to build houses, but also of tablets

of clay to draw and, ultimately, to write on. All that was needed to make it a paradise of fertility was to control the river floods, and by a system of canalization distribute the water over the entire region.

Babylonia was one of the earliest and greatest of the world's centers of civilization, and one which has affected most profoundly our own civilization. The earliest Babylonian cities of which we have knowledge date back to about 7000 B. C. Our earliest written records, in a very complicated but already well-developed wedge-shaped script, on clay tablets, and occasionally on stone imported for votive offerings, date from about 3500 B. C. From that time on until almost the beginning of the Christian era we have hundreds of thousands of inscribed clay tablets and other objects, dug out of a dozen or two of the ancient cities of Babylonia and Assyria, recording the economical, social, and political history of the people; not merely books and inscriptions, but records of every sort, deeds, wills, court archives, business archives, temple archives, letters, liturgies, school books and school exercises, and much more, giving us often a more minute picture of the daily life of those extremely primitive times than we possess of the daily life of classical Greece and Rome.

As the rivers were brought more and more into control and harnessed to human needs, the country became enormously wealthy and populous, comparable to, if not exceeding Holland in both the abundance of its canals and the density of its population. One sees everywhere to-day the traces of canals by the thousands, dry beds running hither and thither, the remains of dykes and dams stretching in lines, like miniature mountain chains, in every direction as far as the eye can reach. Innumerable hills and hummocks mark the sites of ancient towns and cities. Mount one of a goodly height and you can see literally hundreds of others dotting the plain on all sides. At first glance they look like natural hills, but on examination you find that they are ruin mounds (*tels*).

Some, like the mounds of Babylon, greatest of all, or Nippur, explored by Americans, the most ancient and honored seat of religion and learning before Babylon rose to power, or Erech, local home of the epic of Gilgamesh, earliest of all epics, one of whose twelve books contains the story of the Flood, are great complexes of mounds several miles in circumference, and rising 100 feet or so



above the surface of the plain; the majority are quite insignificant in appearance, often looking, from the distance, like mere bumps or inequalities of the surface.

At places the plain itself is strewn for miles with fragments of pottery and other evidences of human habitation. This is true especially of the region about Babylon, where almost every foot of soil bears on its surface some token of the past—a testimony to the enormous prosperity and the intensive culture of that region, called by the Babylonians Eden, from which the Jews derived at least the local color for their Eden. Wherever you dig below the surface throughout ancient Babylonia you will find relics of antiquity, and every mound, even the most insignificant, yields inscribed tablets in apparently inexhaustible numbers. Sometimes we found these in great collections, the archives of departments of the temple, lists of employees and their pay, reports and receipts from the shepherds and herdsmen, or the text and exercise books of the temple school, with copies of psalms and hymns. Sometimes we found them singly, buried under the floor of a house or interred with the dead. Sometimes we found inscribed objects in an early, theretofore unknown tongue of the fourth millennium B. C.; sometimes we found in a Jewish settlement of the sixth or seventh century A. D., under the thresholds of its doorways, as a protection against evil spirits, bowls with magical incantations. It was a civilization and culture of clay, not stone; of learning and records, not art.

Very little work in stone has been found in Babylonia, where all stone, even pebbles, must be imported; and there were no buildings of stone, hence there are no artistic and monumental remains above the surface. Generally, as stated, the mounds which cover the ancient towns look like nothing else than hills of clay; only rarely do they suggest a building. The remains of the stage tower, or pyramid, of the temple of Sin, the moon god, at Ur, now called Mughair, place of pitch, do indicate their character. Still more striking is the tower of the temple of Nebo at Borsippa, close to Babylon, a high conical mound, surmounted by a huge cleft peak of glazed brick, looking as though it had been struck by lightning; split in two and fused into one solid mass. This tower it is, by the way, which stands behind the Hebrew story of the Tower of Babel or Babylon. Most striking of all visible remains of Irak is the throne room of the great white palace

of the Persian king, Chosroes (590-628 A. D.), at Ctesiphon, fifteen miles south of Bagdad, where the British were defeated in their first advance against that city.

If excavations in Babylonia, conducted in a few places only, under great difficulties because of the inaccessibility of the sites to be explored, the absence of facilities for transport and sustenance, the lack of labor, the dangers from savages and sickness, and, above all, because of the corruption, ignorance and obstructiveness of the Turkish authorities, have resulted in such wonderful discoveries, opening up the knowledge of a civilized past theretofore undreamed of, what discoveries may we not expect when British enterprise and good government render exploration everywhere safe and easy as in Egypt, and at the same time the ancient ruins are protected from spoliation?

#### BABYLON AND BAGDAD

We now know the history of civilization in Babylonia after a fashion from 7000 B. C., or thereabouts. From 3500 or a little earlier we are able to call with strange names cities in various parts of the Babylonian valley, and their kings, who warred with one another, made incursions as far as Asia Minor and the Mediterranean, and resisted or succumbed to invasions and raids from Elam, Arabia, or the north; but it is not until the establishment of the empire of the city of Babylon, about 2000 B. C., that this history becomes what we may call world history and enters the sphere of thought of the ordinary man.

At that time a certain Hammurabi or Hammurapi, Amraphel of the Bible (Gen. 14), where he is represented as contemporary with Abraham, drove out the conquering Elamites, made the land safe and peaceful, built and repaired canals and dykes, promoted learning, established a just and universal code of laws, united the various Babylonian states under Babylon and its god Marduk—in fact, played in a way the part which Alfred played for England, or, perhaps better, that which Gregory played for Rome. From that time on for 1700 years Babylon was the greatest city of the world, the capital of its commerce, its learning, and its religion, even when not its political capital. It reached the climax of its splendor, wealth, and power under Nebuchadrezzar, in the sixth century B. C., when Greece was in its infancy.

Three hundred years later, in 323 B. C., the great Greek conqueror of Asia, Alexander, died in Babylon, and his successors, the



better to control their vast eastern empire, transferred the capital from the Euphrates to the Tigris. There, fifteen miles south of the present Bagdad, they built from the bricks of Babylon Seleucia, said in the time of its prosperity to have had a population of 600,000. A hundred and sixty years the Greeks ruled the land, then the rude Parthians gained the supremacy, and transferred their capital still a step farther eastward to Ctesiphon, across the Tigris from Seleucia, using old Nebuchadrezzar's bricks to build it.

The Parthian rule was a time of retrogression; but with the establishment of the Sassanian, or second Persian empire, in 226 A. D., a new period of prosperity set in. The Arab chroniclers tell us of the wonderful wealth of the country after four hundred years of Persian rule, at the time of the Mohammedan conquest, in 636 A. D., when Irak was truly a garden of the Lord; and especially they tell of the magnificence of the great white palace of Chosroes, and the marvelous rug which carpeted its throne room, "120 ells long and 60 broad, representing a paradise or garden; the flowers, fruits, and shrubs done in gold embroidery and precious stones. The city was so wealthy at that time, that, out of the spoil, Saad is said to have distributed \$1500 to each of his 60,000 soldiers."

In the century following the Arab conquest, Irak became the center of Moslem empire, and in 762 the Abbasid caliph, Mansur, built as his capital Bagdad, fifteen miles north of Ctesiphon, or rather he rebuilt the ancient Babylonian city of Bagdadu, of which we have records going back to at least 2000 B. C. That also was a period of great prosperity for Irak, and the time when Bagdad was truly glorious, a city of 2,000,000 people, the largest city in the world, geographically the center of the universe, preëminent in literature, art, and science, the religious capital of Islam, and also of Jewry, for the schools of the Jewish Captivity were transferred thither from Pumbeditha. New cities sprang up everywhere, such as Kufa and Wasit and Bosra, and the accounts of the Arabic geographers show us that the ancient system of canalization was maintained and enlarged. Those were the days of the Arabian Nights, and of the famous Harun-er-Hashid. But Bagdad's wealth betrayed it. First came the Turkish guards; then the caliphs became their puppets. Then the Mongols under Hulagu, Jenghiz Khan's grandson, took and

sacked it, in 1258. So ended the glory of Bagdad, 660 years ago. After that for 250 years the country was plundered and robbed by Mongols and Tartars. Then it was fought over, harried, and possessed by Persian and Turk alternately for another century and over. Since 1638 it has been a part, nominally at times, of the empire of the Turks, who, by their ignorance and neglect, have completed the destruction of its waterways and made the land a desert.

Under good government, such as the English have given Egypt, it is bound to become again one of the garden spots of the earth, for it is the land of dates and luscious fruits, of wheat and rice and cotton and sugar; its steppes breed horses and asses and sheep; and along its borders on either side exist abundant supplies of bitumen, naphtha, and petroleum. It is verily a land to be coveted and fought for by lusty builders of empire.

#### THE PRESENT STRUGGLE

To England, Bagdad is especially important because of its relation to India. In 1838 an expedition was sent out under Colonel Chesney to test the question of a shorter route to India by way of the Euphrates and the Persian Gulf. While steam navigation of the Euphrates did not prove practicable, and that plan was for the time abandoned, this expedition resulted in attracting attention to the Bagdad country (one result of which, by the way, was the exploration and excavation of ancient Babylonian and Assyrian sites, first by the English and French, and later by the Americans and Germans). The British Consulate at Bagdad was raised in rank, and connected immediately with the Indian administration, the Consul-General having the status of Resident, and an establishment only inferior to that of the Ambassador in Constantinople, with a gunboat in the Tigris and a guard of Sepoys. There was further a post-office, using Indian stamps, and a camel post for swift communication across the desert to Damascus, until the British obtained the concession for a telegraph line.

At the same time a British commercial house was established in Bagdad, with a line of river steamboats to Bosra, where it connected with a line of large steamers to India, and a trade was developed in wool, dates, and horses. The country was thoroughly surveyed by the Indian Government and all the ancient water courses mapped. Communications were opened with the independent

Emirs of central Arabia, and a protectorate established over the Arabian shore of the Persian Gulf. This was in the post-Crimean days, when Turkey regarded England as a father. Later she began to become jealous, established a rival steamboat service of her own on the Tigris, and for a time the Euphrates also, to connect Bagdad with Aleppo, with a rival post-office, and camel post, and even attempted rival archæological expeditions. France, to a certain extent, competed with England in Bagdad as in the hither East in general, and as Russia began to extend its influence and its interests southward in Central Asia it first utilized the friendly French Consulate, and then in the latter eighties established one of its own in Bagdad the better to watch and to foil its British rival.

Germany appeared on the scene about the beginning of the nineties, taking England's place as banker and patron of the Turk, when England and France declined to loan more money. At first the German concessions seemed to be purely commercial and scientific, then they became monopolistic and political, aiming apparently to establish an industrial-political monopoly of the Turkish Empire, controlling a short route to the further East, and threatening England's control of her eastern route, and her Indian empire. A crisis was reached when Germany obtained the concession for the Bagdad railway in 1902. Germany had now become *the* rival of England, forcing a complete change in the latter's traditional policy. Hence England's agreement with Russia in 1907 to kill the Persian free state and divide up its territory, by which she obtained control of the Persian shore of the Persian Gulf, and the fertile plain of Arabistan with its rich oil deposits. Hence also the agreement by which France received free hand in Morocco. In return, Bagdad was included in England's recognized sphere of influence, the three nations standing together to support one another in the three fields thus parcelled out. As a result, Germany's Bagdad railway plan was so far modified that the terminal on the Persian Gulf was placed at Kuwait, under British control, and England received concessions for the development of the canalization of Irak.

When the war broke out the Bagdad railway was practically completed to Nisibin on the Tigris, a little less than 400 miles north of Bagdad. With the control of both shores of the Persian Gulf and the sea the British were able at once to seize Bosra, and



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THE FAMOUS BRIDGE OF BOATS OVER THE TIGRIS, AT BAGDAD

should have been able to occupy the whole country northward to Bagdad. Unfortunately here, as at Gallipoli, they blundered sadly in the first expedition. They failed on the one hand to realize the strength of the forces opposed to them, and the extent to which the Turks had been strengthened and reinforced by German training and German equipment; and on the other hand they misinterpreted the disaffection toward the Turkish government of the Arabs, counting it as a positive instead of a merely negative factor in the situation.

To-day the British hold, according to latest reports, the entire alluvial plain of Irak northward to Bagdad, and beyond to Samarra, which is connected with Bagdad by rail. They have advanced up the Euphrates to Hit, the site of the most ancient and probably the most extensive deposits of bitumen and petroleum in all that region, four days' march from Bagdad. They have failed to gain control of another great fuel deposit up the Diyala River and about Kerkuk, eastward of the Tigris, on the flanks of the Persian mountains. Here is a Turkish enclave in an Arabic-speaking community, a land of loyal and warlike Turks, without the conquest of which any advance up the Tigris is dangerous and difficult. It

was because of this unconquered Turkish section on their flank that the British, having advanced to Tekrit, were obliged later to retreat down the Tigris to Samarra, when the Russian collapse enabled the Turks to strengthen their army to the north.

It should be possible for the British to maintain their present position. They are

practically on their base, whereas an advance against them, either down the Tigris or the Euphrates, involves long and very difficult transport through almost uninhabited regions for 300 to 500 miles. For the same reason, however, further advance by the British, now that Russia is eliminated, is extremely hazardous and expensive.

## CURRENT ITEMS FROM A BAGDAD NEWSPAPER

[We are indebted to an excellent Arabic scholar, Miss Mary Caroline Holmes, long resident in the Orient, for the following translation of several items selected from a native paper, *Al Arab*, published in Bagdad, copies of which arrived in New York last month. These items show in a remarkable way the delight and surprise of the Bagdad people with the improvements and reforms brought in by the English, not the least of these being an electric-lighting system—THE EDITOR.]

Early in November, when the Electric Light Company lighted the streets of Bagdad with electricity, the people were filled with astonishment. Some declared that nothing less than the Jinn could produce such brilliant light. Others asserted that it was male and female, the latter being the lights of the city, while the males were kept in the pockets of the Englishmen. Still others said that in their opinion these wonderful lights were the bird "*Al Bahman*," spoken of by "*Al Ardesy*" in his book, "*The Pleasure of the Longing in News from the Border*." "*Al Bahman*" is supposed to circle around and around the sea, observing the horizon, then mounting to the top of the tallest mast to warn the sailors of a coming tempest.

The Governor of Bagdad has announced that every house in the city has been registered and appraised. No one will be allowed to charge rent for any dwelling exceeding ten per cent of its valuation.

The endowments (*wakf*) of the various places of worship have also been registered, so that nothing can be expended without being accounted for by the notables in whose hands they are kept.

When the British began to complete the railway to the Persian Gulf, they induced certain of the Arabs to work as laborers. They did this more to disarm the timid Arabs of fear of foreign invasion than of need of their help. Hence the people in their goat-hair tents watched the shining

rails being pushed southward by their own men, and by the time it was completed they had heard from them what it all meant.

One of the things the English did was to invite the sheikhs of important tribes to go to Busrah in the first through train. They went in silent acquiescence, but came back loud in their praise of what it meant to their land, and asking of Allah every good to come to the great British Government.

There was recently held an interesting ceremony in the convent of the Dominican nuns, when the lamented General Maude bestowed decorations on three of the nuns (French) for their care of the sick and prisoners.

But one of the best things the new government has done is to gather together the idle and good-for-nothing in the city and put them to work, thus bringing rest and safety to all.

Under the rule of the Turks, the land adjacent to the rivers was let to those of the tribes who practise farming, at increasingly high rates, until their taxes were so high that they barely managed to live. One of the first things the British did was to take over all those lands and rent them to those oppressed tenants at a reasonable figure.

A system of education has been inaugurated in this city of Bagdad by the British, and the children are all busily studying, where before they had never had a chance to get even a little education excepting at the mission schools.

# CANADA ON THE FORWARD MARCH

BY J. P. GERRIE

**I**N the last hours of 1917, Canada made another great advance in enacting from coast to coast a war-time prohibition measure against the liquor traffic. Prior to that, steady and marked progress had been made through local option in municipalities and legislative enactments in provinces. By the former method many of the provinces were more than half "dry," while a relentless offensive was continued for the completion of the work in provincial areas. When the larger measures for prohibition came they did so with a rush. Prince Edward Island had the honor to lead the way. Alberta and Manitoba seemed likely to be next with direct mandates from the people, but Saskatchewan stole a march through the legislature with a war-time measure. Following these provinces came Ontario and British Columbia, and also Nova Scotia and New Brunswick with war-time measures, completing what little remained to become dry. Quebec is now taking definite legislative action, though that province, apart from the larger centers, has been largely prohibition through local option.

The new Dominion measure prohibits the manufacture on a date to be determined and at once the importation of all beverages of more than 2½ per cent. alcohol. Above this percentage liquors are branded as intoxicating. Local option and provincial prohibition did great service, yet were handicapped in their fullest efficiency by reason of adjoining wet territory, and in the provinces because the law could not touch importation, which, failing the regular market, sought more earnestly for other sources of business in private and home consumption. Now the federal enactment makes good the defect in provincial law, and all Canada in a very far-reaching sense, may soon be written under the flag of prohibition. It is true that the law is a war measure, operative during its progress and twelve months after the declaration of peace, but having enjoyed the benefits Canada will never return to the old order of things.

Women's franchise is another of the great forward movements of the day. In this, Alberta took the lead one year ago with an absolute equality measure. The first provincial election, which followed a few months later, found the women in evidence everywhere. Notably among these was Mrs. Nellie L. McClung, the gifted writer and platform speaker, whose eloquent advocacy of women's suffrage and prohibition now dates back a good many years. Mrs. McClung, it may be added, has just returned from a lecturing tour in the United States, and on a former like occasion visited some twenty-nine States of the Union. Then Mrs. Louise C. McKinney, president of the Alberta Women's Christian Temperance Union, who formerly held a like position in one of the Northwestern States, became an independent candidate, and won the election by a large majority, and at the same time the honor of being the first woman representative in a Canadian legislative body. The soldiers, overseas, were also accorded two representatives, and chose as one Miss McAdams, a nursing sister with the forces at the front. Manitoba, Saskatchewan, Ontario, and British Columbia all followed with women's enfranchisement enactments, while the other provinces directly or indirectly took the matter up, temporarily tabling it or rejecting it, as in one case, by the chairman's vote.

In British Columbia Mrs. Ralph Smith has just been elected to the legislature by a very large majority to fill the vacancy caused by the death of her husband, the late Hon. Ralph Smith. Canada can be congratulated on the character of the women representatives thus far chosen, and through their influence and service will move forward to higher and better things.

The question also received Dominion-wide recognition in the recent federal elections when family relatives of soldiers overseas and at the front were accorded the right to vote. A Dominion measure for the full enfranchisement of women therefore becomes an

assured fact, and herein is one of the reasons why Canada will not again give place to the liquor traffic.

The outcome of the recent federal elections in the return of a strong Union government is also hailed as a great war step in advance. This is undoubtedly true as far as the former administration is concerned. The conduct of the election, however, unfortunately gave the impression to many minds that the issue was "withdrawal from or continuance" in the war. This was unfortunate. It gave out the idea of a divided Canada. Among all classes there is but one conclusion, and that is Canada's participation in the war until victory is absolute and complete. This the opposition leader declared over and over again, while his outstanding lieutenant gave practical evidence of his own position in his two sons, one in a soldier's grave in France and the other still fighting in the trenches. Conscription was, therefore, opposed because it was claimed that the voluntary system had not received a fair trial, particularly in the province of Quebec, and because the measure was the enactment of a moribund parliament already one year beyond its constitutional period.

It was further argued that while every available man should be in the army, yet the gravity of the food supply for England and her allies made production an issue of paramount importance. Canada's vast agricultural areas give untold possibilities in this phase of winning the war, but men are sorely needed for tilling soil and reaping crops.

On the other hand, the entrance of strong representative Liberals into a Union government changed the complexion of the situation. With the one connecting link between the past and the new administration in the Prime Minister, who had labored earnestly, even if at a late day, for union, it was felt that bygones should be bygones, and that both parties should come together, contributing their best in effort and counsel for a more vigorous and successful prosecution of the war. It was also contended that in view of the tremendous issues at stake all mere technicalities might be swept aside, and that the referendum asked for by the opposition would mean not only delay in a most critical hour, but the opportunity of an adverse vote from the slacker, the coward, and the unsympathetic non-Anglo-Saxon. The assurance was given from the Union platform that profiteering and other abuses had

been entirely eliminated, and that the government was before the people with a united, vigorous program, and a clean slate for Canada's part in winning the war. This was the one and only question. Nothing else mattered at this stage of Canada's history.

And now the Union government is in the saddle, with an overwhelming verdict absolute and complete. This verdict became infinitely more pronounced late in February when the results of the soldiers' voting in England, France, and Belgium were cabled to Ottawa. Several Canadian decisions were reversed in favor of the government, while practically every Union member had his majority greatly increased. Altogether the Union government captured over ninety per cent. of the overseas soldiers' vote. In the light of the terrific struggle before the troops, old party lines and other issues had no place in their vote. There, too, nothing else mattered save "win the war!"

That nothing else mattered was further shown in many places of which the provinces of Saskatchewan and Alberta may be given as outstanding illustrations. In the election of 1911 the issue turned on the tariff question, when Sir Robert Borden had but one supporter in each province, while on the war issue in 1917 he has the entire support of these provinces save one representative from each. Then, too, the Hon. W. S. Fielding, who was the chief Canadian representative in framing the reciprocity measure of that date which brought about his party's and his own defeat, was returned by acclamation by a Nova Scotia constituency as a supporter of the Union government. Other stalwart Liberals are in parliament supporting the administration.

Canada wants no compromise peace. Her contributions of money, and means, and above all the very flower of her manhood demand that the sacrifices be not in vain. She has given much, she will give more—her very all—that this struggle for justice and democracy be won. Better, it would seem, that her people be numbered with her brave dead should that struggle be lost. Her living both in government and opposition so speak. Her dead in Flanders and in France, the bravest and worthiest of her people, all speak that the great cause for which they gave their lives be carried to its goal. Never did a government take from an electorate a clearer, stronger mandate.

The opportunity is great. May the new government be equal to its responsibilities!





# RUSSIA AND JAPAN

BY K. K. KAWAKAMI

[Mr. Kawakami is one of the ablest of Japanese students of international affairs, and this article upon Japan's prospective military policy in Siberia is based upon exceptional knowledge of facts and conditions.—THE EDITOR.]

**J**APAN'S proposal to send troops to Siberia has surprised few. For months the world has been expecting such a move on the part of Japan. And yet the proposal is not a premeditated one. It is an inevitable outcome of the sudden and unexpected turn which the course of events has taken in Russia and Siberia.

It is regrettable that Japan could not, under the existing circumstances, enter into a better understanding with the Bolshevik Government before she has decided to send her troops across the Japan Sea. It goes without saying that Japan has no intention of fighting Bolshevism or of antagonizing any power in Russia. Whether this or that faction gains a controlling power in Russia is not, at this crucial moment, important to Japan or to her allies. The vital point, the point that concerns Japan and her allies most, is whether Russia, whatever party may rule her, is capable of resisting and check-mating the German invasion of her territories in Europe and in Asia.

As long as the Russians seemed able, or willing, to resist the German onslaught, Japan was ready to back her. She has advanced 378,000,000 yen to them, and has shipped to them enormous quantities of war supplies. She has transferred three warships to the Russian flag and has sent to the Russian army numerous guns and large quantities of ammunition. Japan knew that a friendly Russia would mean a buffer between the Far East and Germany. She knew that as a neighbor Germany, aggressive, well organized, eager to expand, efficient both in commerce and in arms, would be far more dangerous than Russia, potentially powerful, but still unorganized and in a comparatively low state of efficiency. At any rate, Japan considered herself fortunate to be separated from Germany by 6000 miles of Russian territory. With that fact in view, Japan has, ever since the Manchurian war of 1915, striven to make friends with Russia. Her efforts have not been in vain. The friendship, which, in the last days of the Romanoff

dynasty, culminated in an *entente cordiale* between the two countries, would have continued under the new régime, had the liberal government, which rose upon the ruins of the autocracy, been only capable of observing Russia's solemn covenants with her allies.

Japan hopes that Russia will eventually "find" herself and succeed in establishing a stable, efficient government, which will prove friendly to her and stand as a bulwark of protection against Germany's eastward advance. But Japan must deal not with the uncertain developments of the future, but with the stern realities of the present. Consideration of her own safety demands that she must act, and act promptly.

We must not attach any importance to the peace treaty which Germany has imposed upon Russia. The Russians themselves attach no importance to it, and declare that they had to sign it simply because they were bullied by the Germans. Whatever may have been, or may be, accomplished at Brest-Litovsk, Germany's eastward advance will go on, peaceably if it may, forcibly if it must.

#### GERMANY'S OBJECTIVE

Let no one be deluded as to what Germany is driving at. Her stake is high. The brains that conceived the Bagdad scheme are surely conceiving a project infinitely greater in scope, now that the empire of the Czar has collapsed. The Junkers of Prussia see spread before them a vast territory of 8,000,000 square miles, which may be brought under their influence at a small cost. If they succeed in this scheme they will not care whether they advance any farther on the Western front. Even before the war Germany's characteristic diplomacy was at work at Petrograd, and since the war began her ingenuity for intrigue has been given full play for the disintegration of Russia. The downfall of the Romanoff dynasty and all the tragedies that followed, reducing Russia into nonentity, are the inevitable outcome of German machination.

I was in Harbin last summer and witnessed with my own eyes the state of chaos prevailing at that Far Eastern outpost of Russia. The government had lost its power. The officers, both military and civil, had no authority. The soldiers, who had apparently deserted the eastern fronts, were coming in the city in increasing numbers, openly utilizing the trans-Siberian trains. In former times the military authorities in Harbin were

very powerful, and the army officers were the most respected class of residents there. To-day the tables have been completely turned. The privates go about paying no attention to superior officers whom they may happen to come across. If a private commits robbery, or even murder, the officers are powerless and have little disposition to deal rigorously with the perpetrator of such crimes. And the story of disorder in Harbin is likewise the story of many another city throughout Siberia.

#### RUSSIAN DISINTEGRATION IN SIBERIA

In view of the presence in Siberia of a large number of German prisoners of war, this disorganization becomes all the more alarming. In such a complete collapse of Russia's military authority in Siberia, one can well imagine how easy it is for these Germans to secure freedom and engage themselves in the work of promoting German influence in the East. The recent report from Irkutsk that 2000 Germans there are drilling Russians is an ominous indication of what they are capable of doing. Even before the war, Germans were the dominant factor in Siberia. The Russians, slow and inefficient, were no match for them in trade and industry. In Vladivostok and Harbin, and in fact in most cities in Siberia, trade was practically in the hands of Germans.

As early as 1908 the British Consul at Vladivostok wrote of that port as follows: "The bulk of the foreign population here is German. Commercially speaking, the town is practically a German one. Not only the wholesale, but also the retail, business is in German hands, and there is only one Russian firm of real importance." If, as the result of the disorganization of Russia, the Siberian railways are even temporarily controlled by Germany, Vladivostok, that Russian Gibraltar of the Far East, will be converted into a German military outpost. It would be easy for the Germans to ship submarine parts over the Siberian line to Vladivostok, where they would be put together and used to the detriment of allied interests.

It must be remembered that Vladivostok is far more formidably fortified than Port Arthur had ever been fortified in the historic days of General Alexieff. Russian Island, lying athwart the main entrance to the harbor, is guarded with the heaviest guns, and was, before the war, garrisoned with a whole division of troops. The Shkott and the Godolbin Peninsulas that

embrace the harbor are likewise impreguably protected. At the outbreak of the war there were at least seventy-six forts mounting some 580 cannon of different caliber and manned with 38,000 soldiers. The military and naval warehouses were constructed on a grand scale, extending for thousands of feet along the naval basin and capable of storing supplies sufficient for a long siege. Vladivostok, in short, is one of the most strongly fortified ports in the world. Such a port, if controlled by Germany, will be like the mailed fist aimed directly against the Japanese. For Japan is only forty hours' ride across the Japan Sea.

#### JAPAN'S OBJECT—TO CHECKMATE GERMAN ADVANCE

Viewed in this light, the dispatch of Japanese troops into Siberia is of far deeper meaning than the prevention of war supplies now at Vladivostok from falling into the hands of Germany. One may almost say that the protection of those war supplies is but Japan's minor consideration. The real question is how far Germany may be permitted to make inroads into Siberia. If Japan's real motive be, as it probably is, to checkmate the German advance in Siberia, she is indeed embarking upon a gigantic task. How far Japan will have to go, and what sacrifices she may have to suffer in order to accomplish such a task no one can foretell.

To make the situation still more ominous, the Germans are evidently secretly operating in the region of Semipalatinsk in southwestern Siberia, whence they will make inroads into Chinese Turkestan, and will, in coöperation with the Turks, line up with them the Mohammedans in those territories. He is a novice in *weltpolitik* who thinks that Germany's hands are too full just now to undertake such a task.

How far the Japanese army will have to advance in Siberia, not even the Japanese military authorities can say at this moment. To go as far as the Lake Baikal, by way of Korea and Manchuria, the Japanese will have to travel 2000 miles. Or, if they land at Vladivostok and advance by the Amur railway that skirts the north bank of the Amur River, the distance to Irkutsk will be about 2700 miles. From Vladivostok to Harbin the distance is 485 miles; from Harbin to Irkutsk on the Baikal almost 900 miles. The Amur line touches the cities of Khabarovsk and Blagoveschensk, and joins the main line at Chita, 317 miles east of

Irkutsk. Of the cities named, Irkutsk is the largest, having a population of 108,000. Vladivostok has 91,000 population, Blagoveschensk 70,000, Chita 68,660, Khabarovsk 54,000, and Harbin 100,000, half of whom are Chinese. The territories which will be immediately affected by the Japanese campaign will comprise the Amur Province, 154,795 square miles in area, with a population of 230,000; Trans-Baikalia, 238,308 square miles, with a population of 893,200, and North Manchuria, 242,520 square miles. This population includes both civilians and the military. If we deduct the military from the above totals, the population of these provinces will be far more insignificant.

The Siberian Railway from Vladivostok to the Ural Mountains is about 5000 miles long. Would it not be a wise policy for Russia to allow America and Japan jointly to supervise this line until the termination of war, or perhaps until Russia has succeeded in establishing a fairly stable government? This need not necessarily be regarded as a security for \$370,000,000 and \$180,000,000 which America and Japan, respectively, have advanced to Russia. It is to be hoped that Russia will look at the matter in a different light and regard the measure as an expedient necessary to safeguard Siberia against the German advance.

From the Japanese point of view it seems desirable that America should send a contingent of soldiers to Siberia to coöperate with the Japanese. Such a measure will make the two nations actual allies. It will surely have the effect of disarming many critics whose business it is to predict, and even work for, an eventual clash between Japan and America. Moreover, if the soldiers of the two countries stand shoulder to shoulder and fight for a common cause, a feeling of comradeship is bound to develop among them. If the American soldiers become true friends of the Japanese soldiers, much of the anxiety as to a future conflict between Japan and America must be dispelled, for it is no secret that men in khaki on both sides of the Pacific have been casting suspicious glances towards each other.

In the language of President Wilson, "our first aim is to win the war." To the attainment of that end the Allies must bend their energies, ignoring small grievances, sinking their difference in minor matters, and, above all, avoiding the dangerous path of suspicion and distrust.



# A PRINTERS' TRADE SCHOOL IN NEW YORK

BY WALDO ADLER

**I**N the heart of the metropolis—but scarcely known to it—is a private trade school for printers' apprentices that is owned, paid for, and managed by the joint and equal efforts of union men, capitalists, and a community center, in triple alliance, and so successfully has this alliance worked that it is compulsory for every printer's apprentice to attend this school. "Big Six," the Typographical Union, the employers, and the Hudson Guild form this alliance.

In 1912 the Hudson Guild engaged a practical printer to teach printing to the boys of the neighborhood who came to the Guild anxious to learn a trade.

The Guild provided a large room in the basement of the building without charge, the director, A. L. Blue, a member of "Big Six," secured one thousand dollars from his union as working capital for the school—and then the employers, who also gave one thousand dollars annually, were requested to give their apprentices part time afternoons at full pay for schooling. This the employers agreed to do on condition that each boy should give as well one night in every week of his own time to complete his attendance at the Apprentices' School. It is necessary for the apprentices to learn their trade while earning a part or all of their living. But this concession on the part of the employers was a purely voluntary assistance and

was given because of the confidence which the director was able to win from them.

More than 200 boys from 111 printing houses attended the school in 1912. There are now over 400 and they come not only from New York City, but from New Jersey and Long Island. The pupil must not only "lay out" whole pages, do display, tabular work, imposition and stone work, but must also pass tests in English. A liberal education in punctuation, spelling and literature is an important part of the course.

If he passes these tests, which are rigid, he is admitted to his trade and may not be paid less than twenty-eight dollars a week by his employer. So effectually have this school and the standard of its training done away with the old plan of hiring cheap labor for apprentice work, and "firing" the boy at the end of his apprentice years, that the union requires all printers to send their apprentices to this school. The rules further forbid the discharge of an apprentice at the end of his apprentice years, and protect the employer by forbidding the apprentice leaving one shop and entering another without the written consent of his first employer and the president of the Typographical Union.

After probation, as a journeyman printer, the graduate is given a full card by the union. To gain these great benefits, however, the apprentice must work at least one year in the

shop before he can be admitted to the Apprentices' School. Thus he is admitted at about seventeen years of age and is earning twenty-eight dollars a week when he is twenty-one.

Good wages and a good job are enough to make the average man a steady citizen. But in the case of this school there is an even stronger stabilizer for the boy who comes into it. The Hudson Guild, which houses

the Apprentices' School, is a powerful organization, with many social clubs, a gymnasium, a playground, etc. The boy who enters this school enters this influential organization. "Having a trade" and belonging to this group change his point of view from that of the outlaw—the too customary outlook of a boy of fourteen—to that of a member loyal to the standards of the group to which he belongs.

## YOUNG AT SEVENTY

BY CHARLES FRANCIS

[Mr. Charles Francis, of New York, is widely known in the printing industry as a successful master printer, and as a man whose justice, sympathy and good temper have enabled him in many crises to smooth out difficulties between employers and employed men in the printers' trades. On the occasion of his seventieth birthday, February 16, 1918, a great dinner was tendered to him in New York, several hundred people being present—representing the master printers, the trades, the personnel of Mr. Francis's own business, and many people active and prominent in various ways. Mr. Francis was born in Australia, where he began his work at a very early age. He went afterwards to England, and has now for the greater part of his life been in the United States. He is a man of such vigorous personality and superb health that we have asked him to tell our readers informally (since he prints the REVIEW for them month by month) by what means he has so well conserved his energy and achieved the success that seems to look quite as much to the future as to the past. Among the many good things which are benefitted by Mr. Francis' advice and co-operation, is the printers' trade school described in the article preceding this, the heads of which joined in celebrating Mr. Francis' anniversary.—THE EDITOR.]

It seems not easy to answer satisfactorily the question, "How to Maintain Youth, Health, and Vigor at an Advanced Age"; but I will try.

All my life I have given time to exercise.

At sixteen I was a successful oarsman, and for two or three years in my "teens" I rowed four miles before breakfast and four miles after six-o'clock evening meal. Swimming also occupied much of my leisure. I enjoyed splendid health, and no amount of work troubled me, as may be inferred from my engaging in both day and night work for about a year, sleeping week-nights on the feed-board of a press. I took a good long sleep in bed Sunday nights, and felt fine.

At 18, as publisher and printer of the *Otago Punch*, in New Zealand, I worked so continuously

as compositor, pressman, lithographer, binder, and delivery boy, that I needed no other exercise. Later, when called to the New Zealand goldfields my exercise, outside of my work, was horseback riding. This seemed insufficient, and I started a dancing class, which afforded a delightful exercise that I continue to this day. During those early days, I also occasionally did some ball-playing.

In London I worked sixty hours a week, sometimes more, and used to walk three miles to business and return each day. This, with some dancing, maintained my physique.

Marrying and coming to America, I did not allow changed conditions to keep me from some sort of exercise. In Chicago I hoed in the garden, raised chickens, walked and danced, in which latter accomplishment my wife joined me for many years.



THE BRONZE BUST OF MR. CHARLES FRANCIS, PRESENTED TO HIM ON HIS SEVENTIETH BIRTHDAY



At Little Rock I did get a little run down by continuous indoor work and a Southern climate, so I bought a rowboat and practised on the river twice a day, besides doing some dancing. There I had the only serious illness of my life, being despaired of for a time, but pulled through and was working again in a fortnight.

Through the following years—in Louisville, Cincinnati, and New York—I always maintained some form of exercise, and recently resumed dancing. I bought the Swoboda system and have used it for many years, giving twenty minutes to exercise every morning upon arising. Now, at seventy, I am still dancing privately, at least twice a week, and walk when it is convenient. In the summer I swim, play tennis, and enjoy other forms of exercise.

But exercise is not the only essential to health, as I see it. I never smoked, and there is no nicotine or alcoholic poison in my system. Early rising always seemed beneficial, and hard work was never detrimental.

Much of my exceptional health and strength is due to absence of worry. I never would carry the annoyances of business back to the home, and allow them to interfere with home duties and pleasures. As im-

portant as anything else was the attempt always to be cheerful in spite of setbacks, planning tasks for myself and never being satisfied until they were accomplished, and cultivating a spirit of helpfulness for others.

Now, at seventy years, I feel as active as I did at forty; and my physician tells me that I have the blood-pressure of a man of thirty. I rise at six, breakfast at seven, reach the office at eight, and follow a vigorous business day, laid out on schedule. Lunch is taken as a rest. At 5.30 I start for home,

and often have to attend a meeting at night. I retire between ten and twelve o'clock, after evening devotion.

The day's work with me involves many different businesses. These include the large printing house of which I am the head, and several allied enterprises. I am also a director or active partici-

pant in many organizations of a business kind and others of a religious, fraternal, or philanthropic character.

I attend many meetings of printing and allied trades unions, endeavoring to promote friendly relations and cultivate a right spirit. These activities, with attending national conventions, writing a book or two, giving lectures on printing, etc., keep me out of mischief, and afford little time to think of self.

#### MR. FRANCIS SAYS "DON'T!"

- Don't drink spirituous liquors.*
- Don't smoke.*
- Don't eat too much.*
- Don't sleep too much.*
- Don't use up your vitality in immoral surroundings.*
- Don't carry your business with you all the time.*
- Don't worry.*
- Don't get angry. It does you no good, and impairs your dignity and serenity.*
- Don't fight—Conciliate or arbitrate.*

#### MR. FRANCIS SAYS "DO!"

- Do get plenty of fresh air, sleeping or waking.*
- Do exercise regularly every day, especially practising deep breathing. Note.—You do not need dumbbells or apparatus; use your muscles vigorously 20 minutes every morning, on arising.*
- Do follow some athletic sport—as swimming, skating, dancing, tennis or golf.*
- Do vary your occupation as far as possible, and forget all others for the one you are at the moment engaged in.*
- Do forget yourself and your own troubles in taking up the universal troubles or assisting your friends with their troubles.*
- Do remember that the Lord will provide for those who work and trust Him.*
- Do look at all things philosophically.*
- Do make friends.*
- Do business with a free hand, and be pleasant, even when you feel that you are being imposed upon.*
- Do be satisfied with what the Lord gives you, but strive constantly to be of more use in the world.*
- Do your best at all times, whether working or playing.*
- Do express your convictions without fear or favor.*

# LEADING ARTICLES OF THE MONTH

## A PROGRAM OF CONSTRUCTIVE PROGRESS

THE war has revealed to us grave defects in our political and economic systems. Possibly others quite as serious may be brought to light later. Meanwhile, that we may profit from the experience already dearly bought, President Nicholas Murray Butler, of Columbia University has summarized under eight specific heads the policies that he thinks should be adopted by the nation as a means of preparation for the great tasks of peace that are to come after the war. These he stated succinctly in an address delivered before the Commercial Club of St. Louis on February 16.

The upheaval through which we are now passing reaches every part of our social, our industrial, and our political system. To Dr. Butler the distinction between the field of government and the field of free action seems to have been practically swept away, at least for the moment. We find ourselves without the proper governmental or economic organization required to win the war and we are compelled to improvise such organization as best we may.

Dr. Butler believes that great as this upheaval is, its results are bound to be beneficial. The people will be open-minded and ready to adopt new methods. His proposals may be briefly stated as follows:

1. The participation in a League of Nations to establish and enforce the rules of international law.

2. National training for national service, both in the military and in the industrial sense; the industrial training to extend in some degree to both sexes. Dr. Butler believes that such a plan of training will commend itself to many Americans who would be slow to accept such a project if presented solely from the military point of view.

3. A national effort in coöperation with the States to lead Americans back to the land

and check the unhealthy concentration of population in our great cities. This might be accomplished by advancing purchase money at a low rate of interest payable in annual installments, extending over twenty to twenty-five years.

4. Federal supervision and control of our railroad transportation, rather than national ownership, and in order to maintain the prestige of our merchant marine that will have been largely regained at the end of the war, schools of naval architecture and construction and schools for the maintaining of seamen and officers will be required.

5. Social advance in the direction of true democracy; a larger and more democratic view of the entire system of protection than that which has prevailed for more than a century. "What war is teaching us in regard to the social waste, the social diseases springing from unemployment, from dependent old age, from overwork and underpay, from bad housing, must not be lost sight of when war gives way to a durable peace."

6. More effective and quicker coöperation between Congress and the Executive Departments; seats for members of the Cabinet in the Senate and House, with the right to participate in debate on matters relating to their several departments.

7. A national budget, as proposed in the report of the Commission on Economy and Efficiency, presented to Congress in 1912. The President should explicitly recommend ways in which the moneys necessary to meet the proposed appropriations are to be raised. This makes for publicity of action and for responsible democratic government. "Every year's delay in bringing this about increases governmental confusion, inefficiency, and extravagance, and postpones the possibility of a simpler, a better-balanced, and a more effective administration of the public business."

8. National unity, that is, a strengthening of the governmental and geographic solidarity of the United States by the exclusion of everything but English as the basis or instrument of common-school education; and

also the safeguarding of the homogeneity of our social and political organization by the suppression of all teaching designed to perpetuate racial differences in the case of our immigrants or to engender class hatred.

## SHOULD THE GOVERNMENT IMPROVE ITS BUSINESS METHODS?

**I**N connection with the recent investigation and discussion of inefficiency in the United States War Department and other branches of the Government, there has been a renewal of the complaints by business interests regarding methods pursued in the various Government bureaus and the long delays in settling outstanding obligations. For years, the business methods of the Government have been such that business men and manufacturers have been loath to deal directly with the various departments, and as a result the furnishing of supplies too often has fallen to irresponsible middlemen or special contractors who have been willing to wait for their money and who have learned how to meet special requirements by a narrow margin.

As a result, in many such cases, the Government has suffered through excessive prices and inferior qualities of goods, while at times there have been suspicions of graft. Whether these were well-founded or not, it is undeniable that among business interests generally the methods of the Government have been characterized as inefficient and unbusinesslike, and the holding up of payments either for arbitrary or technical reasons, or too often for no reasons at all, except clerical shortcomings, has been criticized.

With the outbreak of the war, there was a changed attitude on the part of American business interests generally, both great and small, and a wholesome and patriotic desire to assist the Government to the fullest extent even to the sacrifice of profits and the subordination of regular customers. While these men have suffered through delays and through lack of coordination, as well as ignorance and inefficiency on the part of purchasing, inspecting, and disbursing officers, there has been not so much outspoken complaint as a mild and general criticism which occasionally found expression in the hearings of the Senate Military Committee.

As summarizing the attitude of responsible business towards United States Govern-

ment methods, the accompanying extract from the Monthly Letter of the American Exchange National Bank of New York City, which has received favorable comment in the commercial papers, is not without interest. This statement says:

The Federal Government has always been "slow pay" in settling open accounts. This discourages bidding on Government contracts and tends to enhance prices, because those who do bid add something to cover the risk of not getting their money when they are ready to make deliveries. Banks can speak with authority on this subject, because merchants, contractors, manufacturers, and even public servants, seek loans on the security of debts owed by the United States, the richest of nations. In many cases the banks are unwilling to grant such accommodations, because they have learned by sad experience that it is often hard to collect what the Federal Government owes. It is regrettable that truth compels such a statement of existing conditions, but innumerable instances can be cited to prove it, and it is all the more exasperating because in most cases prompt settlements could be made by cutting red tape in Washington "circumlocution" offices.

Congress has appropriated more money than the various departments have been able to spend and the Federal Treasury has plenty of money in its vaults and on deposit in the banks. It is not the banks, but the men and corporations doing business with the Government, that are suffering losses.

The public often wonders how it is that unknown men without credit rating or facilities for doing the work obtain Government contracts which they sublet to responsible manufacturers with whom the Government would prefer to do business. The unpleasant truth is that such manufacturers do not wish to deal directly with the Government, because they find it hard to collect accounts and they are subject to attacks by members of both Houses of Congress and the newspapers, so they prefer to let a speculator deal with the Government and swallow the incidental abuse.

If the Federal Government would accept bills or issue treasury certificates which banks could lawfully and safely discount, such business could be financed. Banks holding Government deposits against which they could charge Government promises to pay when they fall due would loan money to contractors at the lowest current rates.

## EXPRESSIONS IN THE GERMAN REVIEWS

GERMAN periodicals are, of course, not received regularly in this country. Through connections in England and some of the neutral countries we are able to summarize for the benefit of American readers several articles that have recently appeared in the German reviews. It is needless to say that the opinions therein expressed are frequently distorted.

### Finns, Poles, and Ukrainians

Writing in the magazine *Nord und Süd*, Dr. Paul Ostwald discusses the problem of the New Russia and the foreign populations on her Western frontier. It is not Russia proper which in the west borders on the other European states, he explains, but a chain of nations extending from the Baltic to the Black Sea subject to Russia, but in their civilization superior to the Russians. These peoples in Finland, Poland, and the Ukraine stand much nearer to European civilization than to the Russian. Absolutism admits one ruler, one people; one will, that of the ruler; and all subjects equal. No difference among different subjects and nationalities is permitted. This the writer characterizes as Pan-Russianism.

In the nineteenth century, however, there was a universal awakening of national consciousness, and Finns, Poles, and Ukrainians could not escape the movement. But their wish to retain their own religion, civilization and language was opposed all the more, and consequently there could be no peaceful intercourse between Czarism and the foreign populations in the West. The solution was force, the might of the stronger, and the peoples were powerless to resist Czarism.

The outbreak of war and the victories of the Austro-Hungarian armies, the writer goes on to say, have brought to these nations new hope of attaining their national aims. For the Poles and a portion of the Baltic Provinces these aims seem now to be fulfilled, but with regard to the others, especially the Finns and the Ukrainians, their desperate position was only accentuated. Finally to their aid came the revolution and the fall of absolutism, and in Finland and the Ukraine the peoples understood the call of the hour. Now or never is the time to create a free national state. Separation of these two territories from the Empire would be a hard blow to Russia, but for Germany and Central Europe it would mean emanci-

pation from the Russian danger. The fate of Finland and the Ukraine is, therefore, a question of the greatest importance to Germany.

### Prussian Democracy

In his political correspondence in the *Preussische Jahrbücher*, of Berlin, Dr. Hans Delbrück writes on the Hertling-Payer-Friedberg ministry. The two great tasks which this coalition ministry will be called upon to perform, he says, are Prussian electoral reform and peace, and in his article he endeavors to show how urgent is reform. To accomplish either of these things, not only the requisite insight but courage, above all, will be indispensable.

Equal franchise, Dr. Delbrück points out, has become a necessity, for Germany cannot win the war without the help of the masses. The postponement of this reform till after the war can only arouse the suspicion that the Reform Bill will come to nothing, and those who suggest that controversy about electoral reform should be avoided at the present time are asking for something which will make Germany lose the war. None the less, the opposition to reform is so strong in certain quarters that the whole energy of the government will be required to get the measure passed through both Houses of the Landtag, and the danger is all the greater because both Count Hertling and Dr. Friedberg have so far not shown any special enthusiasm for equal franchise.

### America and Japan

An anonymous retired Austro-Hungarian diplomatist writes in a recent number of the *Deutsche Revue* on America and the Japanese danger. The writer sees no cause to justify the assumption that Japan has reached the zenith of her ambition. On the contrary, it is only necessary to consider the marvelous development of the island empire during the last two generations, the modernization of her institutions, her rise before our eyes, so to speak, to the position of a great power, her immense and still unused energy, to realize that, great as are her achievements, there is much more political and economic activity to come.

Already Japan has evinced a desire to extend her influence to China and has been moved to undertake the modernization of that country with the object of organizing

and uniting the immense forces of the yellow races under Japanese leadership. The success of such a plan would constitute a danger to the undisputed supremacy of the white race, fears the writer. Moreover, it would have serious consequences to the trade relations of Europe and America. Japanese industry is rapidly extending in China, Siam, India, etc. What would be the result were

the millions of Chinese, according to Japanese methods and under Japanese guidance, to come into competition with Western production?

It is the opinion of this Austro-Hungarian diplomat that the extension of Japanese influence in China will be greatly to the detriment of the United States. Only an early peace, he says, could check this danger.

## ALLIED LABOR'S WAR AIMS

**A**T a meeting in London on February 22 representatives of Labor and Socialists groups in England, France, Italy, Belgium, Portugal, Rumania, and South Africa adopted a program of war aims, following in its main outlines the one proposed by the British Labor Party at Nottingham on December 28, last. Arthur Henderson, the British labor leader, summarized these aims in an address at the conference as meaning the establishment of a League of Nations involving international coöperation for disarmament and the prevention of war in the future. The conference resolved "to transmit to the Socialists of the Central Empires" this statement of war aims "in the hope that these will join without delay in a joint effort of the International which has now become more than ever the best and most certain instrument of democracy and peace."

Although American labor groups were not officially represented at this London conference Mr. Paul U. Kellogg, the editor of the *Survey* (New York), was present at the meetings and gives in his journal an exceptionally well-informed and enthusiastic account of the proceedings. It is impossible to present here a detailed report of the conference, but we are sure our readers will be interested in some of the conclusions that Mr. Kellogg formed after careful and extended observation.

As the first phase of what Mr. Kellogg terms the British labor offensive, the Nottingham meeting was held to get unanimity on war aims among the labor bodies of Great Britain; the second phase was the London conference which succeeded in massing majority and minority labor groups among the Allies behind a common program; the third phase will be an international meeting in Switzerland "to outflank the military deadlock and the diplomatic inhibitions that for three years have isolated

the working classes of Europe, and to find out for themselves first-hand whether they might clear a way to peace."

As Mr. Kellogg interprets the spirit of this Inter-Allied Labor Conference, its members served notice on the world that they proposed to have a say in the settlement of the war. They believe that the war was brought on by the governing classes, which cannot, in their opinion, be trusted to bring about any reasonable security against future wars. They believe that the common feeling and brotherhood of the masses throughout the world will be a far stronger bond to hold the world together than any international laws of courts or treaties that can be devised by the men now in office in the various governments.

Thus it is that the British labor men, and with them now allied labor, propose to find out, if they can, on what terms of settlement the German and Austrian working classes (with whom before the war they had much in common) stand with them; what differences separate them; what of these differences are due to ignorance and distortion, and so can be swept away by letting in the light; what of these differences are due to obstacles thrown in the way by other interests in the national life, and so can be combated internally with mutual understanding and support; what of these differences, if any, are in truth irreconcilable, and so must be fought through to the finish. And they believe that their statement of war aims brings the issues back to the unimpeachable bed-rock on which they (regardless of what motives actuated other groups in their own nation or in other nations) went into the war, and on which they propose to fight to the end—the issues of self-determination, which cluster about Belgium and which are democracy's answer to the doctrine of conquest. They believe they have stripped off those elements of competitive aggrandizement—forcible annexation, punitive indemnities, economic boycotts and the rest—which have come to encrust these first purposes and have given color on every hand to the propaganda that each people is fighting a war of defense. They believe that these issues are so close to the mainsprings of working class feeling that the German socialists



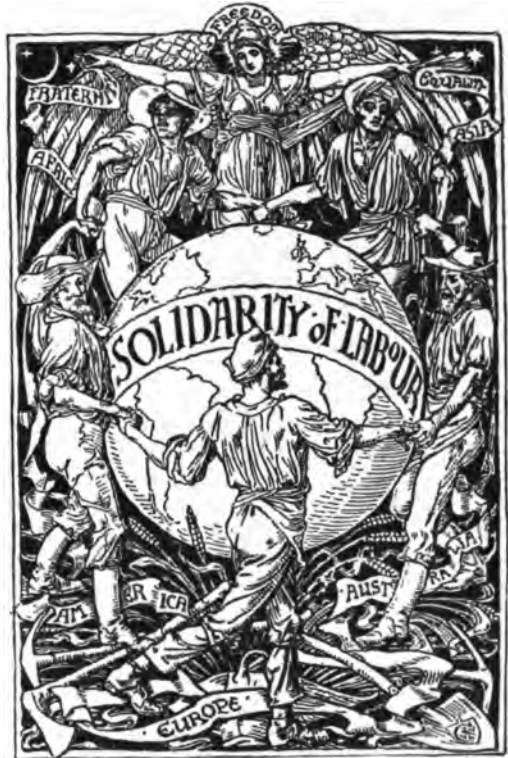
will get out of hand if their majority leaders go back from such a conference refusing to meet them. They believe that they will have driven a wedge between the German working class and the government which, sooner or later, will rend the central empires if the workers meet the issues and the governments refuse.

On behalf of these British labor representatives, Mr. Kellogg resents the imputation that they are visionaries or peace-at-any-prices, or advocates of a separate peace.

Their whole procedure is to organize a common front; and to do it, not, as they believe the governments had done prior to President Wilson's initiative, by arriving at the least common multiple of their several ambitions, but by cleaving through to what are the great common denominators of democratic purpose.

Mr. Kellogg was strongly impressed by the fact that within a year the English Labor Party was able to formulate a coherent program, both of foreign and internal policy, which could be balanced against that of the government in power and which offered "an alternative, fresher approach to issues of war and peace." Moreover, this program on its international side could be taken over by kindred groups in the Allied nations which had been seeking such leadership. A leading British economist told Mr. Kellogg that there were in the Labor Party more men of capacity and experience fitting them for responsibility and leadership in seeing England through the reconstruction period than in either the coalition government or the Liberal Party. These characteristics stand out clearly in the objects of the present British labor offensive as understood by Mr. Kellogg:

That the international conference shall be con-



LABOR'S MAY DAY

(George Kent in the *London Herald*)

sultative and not mandatory; that it shall be perfectly clear that it is a voluntary exchange of views and not an attempt to assume government function; that it shall in no way interfere with military effort; that it provides for entering into such a conference not as a loose body of labor groups meeting for the first time in the presence of a solid Germanic delegation, but for joint action by a real alliance of allied labor; that it provides for going into the conference with a deliberately formulated program of war aims which may be modified as to details, but in which the democratic principles at stake are nailed down.

## ARMIES SAVED BY BACTERIOLOGY

**A**PROPOS of the suit brought by antivivisectionists against the Red Cross to prevent the use of \$100,000 of Red Cross funds in research involving the sacrifice of animal life, Dr. W. W. Keen, the veteran surgeon of Philadelphia, contributes to *Science* for February 22 a valuable summary of the benefits to the human race that have already resulted from the practise of vivisection by bacteriologists.

Beginning with typhoid fever, "the historic scourge of armies," we are reminded that the bacillus—the cause of the fever—

was discovered in 1880, and it was soon proved that the disease was spread through infected milk, infected water, and very largely by the house fly. Sanitary measures restrict contamination to a great extent and thus limit the spread of the disease, but within recent years, as is well known, typhoid is controlled by an antitoxin similar to that against diphtheria. This was first recommended in the army in 1909 as a voluntary measure of protection, but the results were so favorable that in 1911 it was made compulsory.

The tables of cases and deaths in our Army and Navy speak for themselves as to the results. During the Civil War, when nothing was known about the cause of the disease, typhoid fever resulted in 79,462 cases and 29,336 deaths. In our war with Spain there were 20,739 cases and 1580 deaths. In other words, every fifth soldier in our Army fell ill with typhoid and over 86 per cent. of all the deaths in the war were due to this disease. In the Boer War, out of a total of 58,000 cases there were 8000 deaths—more than one-third of all the deaths in the war. In 1909, before anti-typhoid vaccination had been made compulsory, there were in our small standing army 173 cases and sixteen deaths. After vaccination was introduced the numbers were rapidly reduced, until in 1915 there were eight cases—four in the United States and four in Hawaii—and no deaths. In the Navy in 1915 there were fifteen cases and one death. On the Mexican border, when our National Guard troops were there in the spring of 1915, though the fever was rife near the camps, only one man out of 20,000 troops, a civilian who unfortunately escaped vaccination, fell ill with it!

As to the results in the armies in the present war, Mr. Forster, Under Secretary of War, stated in the British House of Commons on March 1, 1917, that

The last weekly returns showed only twenty-four cases in the four British armies in France, Salonica, Egypt, and Mesopotamia. He added that the total number of cases of typhoid fever in the British troops in France down to November 1, 1916, was 1684, of para-typhoid, 2534, and of indefinite cases, 353, making a total of 4571 of the typhoid group.

It should be stated that in the British armies anti-typhoid vaccination is still voluntary, but over 90 per cent. of the soldiers are thus protected.

In our own army during four months from September 21, 1917, to January 25, 1918, there was a daily average of 722,626 men in our cantonments and camps. Between those two dates there were 114 cases of typhoid. As Dr. Keen points out, had the conditions of 1898 prevailed, there would have been 144,500 cases. After the anti-typhoid inoculation was completed the number of cases rapidly fell, and from December 14th to January 25th there were only six cases among nearly 1,000,000 men. All this, says Dr. Keen, is the direct result of bacteriological laboratory work.

As to tetanus, or lockjaw, which in the Civil War killed ninety patients out of every one hundred attacked, Dr. Keen declares that it is only a question of getting the antitoxin to the soldier in time. To be effective, the serum must be given within a few hours, and in some instances the wounded soldier lies in No Man's Land until it is too late, but it is the rule to administer the serum to every wounded soldier the moment he gets to a surgeon, and all concur in saying that tetanus has been practically conquered.

Vaccination against smallpox has been practised for many years. This disease has been entirely abolished from our army. In the Philippine Islands, Dr. Heiser, as Director of Health, vaccinated over 8,000,000 persons without a death. Before that time the usual toll of smallpox in and around Manila had been 6000 deaths and about 25,000 cases annually. In the twelve months after Dr. Heiser's vaccination campaign was finished there was not one death from smallpox. On the other hand, in 1885 in Montreal, as stated by Dr. Osler, smallpox was introduced into a city that was largely unvaccinated; 3164 deaths resulted.

In the field of modern surgery, Dr. Keen declares Pasteur and Lister are the two greatest benefactors of the human race, in the domain of medicine.

In our Civil War, which antedated the work of these great bacteriologists, there were recorded sixty-four wounds of the stomach and only one recovery. The mortality was estimated by Otis at 99 per cent. In over 650 cases of wounds of the intestines there were only five cases of recovery after wounds of the small bowel and fifty-nine from wounds of the large bowel—together only sixty-four out of 650 recovered. That is, over ninety out of every one hundred died! By way of contrast, Dr. Keen cites the result of one series of abdominal gunshot wounds in the present war on a far larger scale. Out of 500 such operations, 245 recovered and only 255 died. Says Dr. Keen: "Contrast 51 per cent. of deaths in these wounds, with mutilation and infection utterly worse than in the Civil War, with 99 per cent. of deaths according to Otis."

Before Lister's day, out of 100 cases of compound fracture, sixty-six died from infection. Now less than one out of 100 die.

In ovariectomy before Lister two out of three patients were lost. Now, only two or three in a hundred.

## COLONEL HOUSE: SAGE-DIPLOMAT

IN the page of comment on public affairs which he contributes weekly to *Leslie's* (New York) Mr. Norman Hapgood illuminates various topics in the fields of politics, art and literature. He is specially happy in his characterizations of public men. His paragraphs on Colonel House, "first of Texas, then of the United States, and finally of the world," in *Leslie's* for March 9, are both intelligent and sympathetic, and that is more than can be said of most of the material that has been printed in recent months about President Wilson's chief adviser.

Mr. Hapgood finds Colonel House's personality "charming, unusual, and in a sense mysterious." He admits that the portrait of this personality is difficult to draw, "because its significance and its distinction lie not in features, salient and easily apprehended, but in harmony, balance, and justness." Mr. Hapgood has been especially impressed by Colonel House's constructive genius:

He became in Texas politics a quietly guiding force, and a forward-making force, because he knew men, studied questions, and neither sought nor would accept anything for himself. Too frequently a great stage is the graveyard of reputations made in a smaller setting, but Colonel House has proved adequate to the post of counsellor-in-chief, and lieutenant-in-chief, to our President at a time when the very pillars of civilized life are shaking. If I were to select from all this globe a mind and heart worthy to be the umpire in any attempt to bring life and system out of destructive chaos, I should without hesitation choose this quiet gentleman from the vast reaches of the American hinterland.

I have seen him give decisions and solutions not only in large and general affairs, but also in details that come up from day to day in a campaign, and in all the opinions, broad or pointed, that I have known of his giving I have yet to find one that retrospect does not declare to have represented the surest human judgment. It is doubtful whether the most penetrating painter could find in his face the signs of this security of vision. It is a kind face, bright, eager, and gentle, that goes with manners that never injured stranger or friend. As one looks at the whole man, the blue eyes are the centre of attention. Outside of these luminous eyes there is no external feature that commands attention. It is perhaps not so much an object that confronts one as a presence, an atmosphere created by expression and by manner.

What distinguishes this man from other political leaders is his great gift of practical wisdom. Not only is he a courageous fighter, when occasion requires, but at all times, whether in war or peace, he may be counted on to act in accordance with the sanest judgment. Mr. Hapgood continues:



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COLONEL EDWARD MANDELL HOUSE IN HIS LIBRARY

In a mind thus marked by safety in its results one might expect to find delay in reaching conclusions. Many of Colonel House's opinions, on the contrary, are noticeable for speed. There are, of course, matters which he ponders for a long time, but often one who consults him receives a positive view immediately the question is propounded. This is often the way of philosophers in action. Lincoln delayed some of his conclusions until he had carefully examined a situation many times, but quick and decided expressions were equally characteristic of him. . . . Colonel House deals with conditions that have actually passed before his own mind, during his own life, and mainly in his own country. In that respect as in others he is distinctively American. In only one respect does he suggest another nation rather than our own. In England one is more likely than with us to find men who seek nothing for themselves, are glad to avoid responsibility and limelight, but have a high sense of service and the most unshakable honor.

President Wilson has sent Colonel House three times to Europe to represent him. As Mr. Hapgood truly says, "This private citizen has been carrying the weight of representing our Republic at a time as critical as any the world has seen."

# THE VICE OF SECRET DIPLOMACY

IN connection with the publication of the secret treaties by the Russian Bolshevik government, there has been much discussion both here and abroad of the evils long associated with the making of secret alliances between governments.

In the *North American Review*, Mr. A. Maurice Low pays a well-deserved tribute to the wisdom of the framers of the Constitution of the United States who in the Sixth Article of that document wrote these words: "This Constitution, and the laws of the United States which shall be made in pursuance thereof; and all treaties made, or which shall be made, under the authority of the United States shall be the supreme law of the land."

This, says Mr. Low, was "a blow struck at that mass of intrigue, deceit and dishonesty which for centuries the world had known as secret diplomacy, the most vicious, immoral and dangerous power seized by a ruler in defiance of the rights of his subjects."

By giving to treaties the same force as laws the framers of our Constitution made it impossible that any American President should by the exercise of a prerogative, such as the European kings had employed, be able to contract secret alliances and commit the nation to costly campaigns, involving great sacrifices, without the people's consent. The Constitution put a treaty on the same footing as the law and like the law it must be made public in order that its terms might be respected.

Every nation in turn has sought to secure advantage by means of a secret alliance, and every treaty of alliance solemnly entered into, declaring on the faith of kings that it would be loyally observed, invoking the name of the Most High or the Trinity, in the stilted language of diplomacy as witness to the sincerity of the high contracting parties, has been merely a scrap of paper, made for the advantage of the moment and broken without a qualm of conscience when a greater advantage was to be obtained. That is the stupendous folly of this diplomacy. Similar to the Bourbons who learned nothing and forgot nothing, the necromancers who practised the black art of secret diplomacy forgot everything and profited nothing by experience, otherwise how can one explain that king succeeded king, and minister followed minister, and yet this wretched farce went on, not for a period, not for years, but for centuries, and the tradition has been handed down to our own times; for have we not seen the Autocrat of Prussia and the Autocrat of all the Russias writing to each other in

the language of schoolboys and secretly intriguing against the peace of their neighbors?

Mr. Low calls attention to the distinction between negotiation and consummation in the matter of secret diplomacy. He points out that secret negotiation is not only proper, but in many cases absolutely essential. In fact, if negotiations were not kept secret, few treaties could be concluded and the negotiators would always be hampered. Suppose that the United States wished to acquire a strip of territory or a group of islands having strategic value, would it not be unwise for the Government to proclaim what it was after? If it got it at all, it would probably be forced to pay an extravagant price.

As Mr. Low points out, the essence of a good bargain—and a treaty, it must be remembered, is only another name for a bargain—is secrecy and "a certain skill in affecting indifference." The men who made our Constitution knew this and gave the President power to negotiate treaties, but not to conclude them. In their judgment it was necessary to combine these prime requisites: Secrecy in negotiation, counsel after the negotiations have been concluded, and publicity when the Senate has assented.

Mr. Low concludes his article with an appeal to America to demand as one of the articles of the peace treaty to be signed at the end of the present war, a provision that in every country treaties shall like laws constitute the supreme law of the land, to be ratified by parliaments. Such a provision, he says, would appeal to the democracies of England, France, Italy and Russia and would be championed by the enlightened republics of South America, whose constitutions have been so closely modeled on that of the United States.

It would do more to keep the world safe for democracy than any one other thing. It would be a greater protection against a repetition of the horrors of the last three years than paper disarmaments, theoretical freedom of the seas, leagues of peace, or economic alliances. It would not bring Utopia, but it would make diplomacy honest, straightforward, clean; it would make almost impossible the chicanery, fraud, intrigue that for centuries have deluged Europe in blood and brought misery to its people, and there would be little further opportunity for a Hohenzollern or a Hapsburg, a Ferdinand or a Constantine, to make alliances for war unless with the authority and consent of their subjects.

# DEVELOPMENTS IN GAS WARFARE

IT seems only yesterday that the Germans added a new horror to warfare in the shape of poisonous gas, yet already this diabolical weapon has undergone vast developments, at the hands—alas!—of both parties in the great struggle. Major S. J. M. Auld, late professor of agricultural chemistry at University College, Reading, and now attached to the British military mission in this country, recently lectured on "Methods of Gas Warfare" before the Washington Academy of Sciences, and his lecture appears in the Academy's *Journal*. The lecturer began by correcting "the idea that gas is just an incident, and that there is not as much attention being paid to it as there was two years ago." He declared that "the amount that has been and is being hurled back and forth in shells and clouds is almost unbelievable."

I happened to be present at the first gas attack and saw the whole gas business from the beginning. The first attack was made in April, 1915. A deserter had come into the Ypres salient a week before the attack was made, and had told us the whole story. They were preparing to poison us with gas, and had cylinders installed in their trenches. No one believed him at all, and no notice was taken of it.

Then came the first gas attack, and the whole course of the war changed. That first attack, of course, was made against men who were entirely unprepared—absolutely unprotected. You have read quite as much about the actual attack and the battle as I could tell you, but the accounts are still remarkably meager. The fellows who could have told most about it didn't come back. The Germans have claimed that we had 6,000 killed and as many taken prisoners. They left a battlefield such as had never been seen before in warfare, ancient or modern, and one that has had no compeer in the whole war except on the Russian front.

The method first used by the Germans, and retained ever since, is fairly simple, but requires great preparation beforehand. A hole is dug in the bottom of the trench close underneath the parapet, and a gas cylinder is buried in the hole. It is an ordinary cylinder, like that used for oxygen or hydrogen. It is then covered first with a quilt of moss, containing potassium carbonate solution, and then with sand bags. When the attack is to be made the sand bags and protecting cover are taken off the cylinder, and each cylinder is connected with a lead pipe which is bent over the top of the parapet. A sand bag is laid on the nozzle to prevent the back "kick" of the outrushing gas from throwing the pipe back into the trench. Our own methods are practically identical with those first used by the Germans.

Major Auld gives us a detailed history of the use of gas clouds, in which wind and topography are conditions that need to be



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NATIONAL ARMY MEN FACING A GAS ATTACK—IN TRAINING CAMP

(The gas may be seen floating across the trench. The photographer in taking this picture had to be equipped with a mask. Censored and passed by the Committee on Public Information)

most carefully considered; he traces the development of gas masks and helmets from their very primitive prototypes; and he tells how the chlorine of the early attacks was replaced by phosgene, and the concentration of the latter steadily increased.

As regards the future of the gas cloud it may be looked upon as almost finished. There are so many conditions that have to be fulfilled in connection with it that its use is limited. It is very unlikely that the enemy will be able to spring another complete surprise with a gas cloud.

The case is different with gas shells. The gas shells are the most important of all methods of using gas on the Western Front, and are still in course of development. The enemy started using them soon after the first cloud attack. He began with the celebrated "tear" shells. A concentration of one part in a million of some of these lachrymators makes the eyes water severely. The original tear shells contained almost pure xylol bromide or benzyl bromide, made by brominating the higher fractions of coal-tar distillates.

The quantity of gas that can be sent over in shells is small. The average weight in a shell is not more than six pounds, whereas the German gas cylinders contain forty pounds of gas. To put over the same amount of gas as with gas clouds, say in five minutes per thousand yards of front, would require a prohibitive number of guns and shells. It becomes necessary to put the



shells on definite targets, and this, fortunately, the Germans did not realize at the Somme, although they have found it out since.

The use of gas out of a projectile has a number of advantages over its use in a gas cloud. First, it is not so dependent on the wind. Again, the gunners have their ordinary job of shelling, and there is no such elaborate and unwelcome organization to put into the front trenches as is necessary for the cloud. Third, the targets are picked with all the accuracy of artillery fire. Fourth, the gas shells succeed with targets that are not accessible to high explosives or to gas clouds. Take, for instance, a field howitzer, dug into a pit with a certain amount of overhead cover for the men, who come in from behind the gun. The men are safe from splinters and only a direct hit will put the gun out of action. But the gas will go in where the shell would not. It is certain to gas some of the men inside the emplacement. The crew of the gun must go on firing with gas masks on and with depleted numbers. Thus it nearly puts the gun out of commission, reducing the number of shots say from two rounds a minute to a round in two minutes, and may even silence it entirely. Another example is a position on a

hillside with dugouts at the back, just over the crest, or with a sunken road behind the slope. Almost absolute protection is afforded by the dugouts. The French tried three times to take such a position after preparation with high explosives and each assault failed. Then they tried gas shells and succeeded. The gas flows rapidly into such a dugout; especially if it has two or more doors.

The original lachrymatory shells were intended especially to cause annoyance and confusion, but gas-shell tactics have recently undergone great changes, and the aim now is to use substances which will poison as well as annoy.

Up to the present time there has been no material brought out on either side that can be depended on to go through the other fellow's respirator. The casualties are due to surprise or to lack of training in the use of masks. The mask must be put on and adjusted within six seconds, which requires a considerable amount of preliminary training, if it is to be done under field conditions.

## INVADED ITALY

UNTIL the last few months Italians have been spared the sad spectacle of the desolation wrought by an invader, but now the country between Italy's northeastern frontier and the defensive line so tenaciously held in the river Piave presents the too familiar conditions that have been pictured to us in accounts from Belgium and northern France. A poetic description of some aspects of this Italian scenic in winter time, from the pen of Signor Antonio Baldini appears in *L'Illustrazione Italiana*.

In the golden and frosty afternoon, the waters of the river Sile seem so limpid, so calm, that no sign of the current can be discovered. The images of the motionless barks, forgotten at their moorings, are reflected clearly and sharply in the water, lending a pleasant tone to the quiet, lonely scene, despite the threat of changing weather.

In the same way, the houses of all the little deserted villages on the banks are so perfectly mirrored, that as compared with the scene reflected in the water, the real scene appears dun and wan. In the absence of their elders the children hold triumphant sway. Boys and girls shod with wooden shoes amuse themselves in the tightly-frozen ditches, with little make-shift wooden sleds, and slide over the greenish ice. Happy age that can find joy at the bottom of a ditch! In the meanwhile the transparent waters of the Sile flow calmly on; and yet the wavelets of this very stream will soon be leaving the battlefields.

Approaching near to the muddy dikes of the Piave, behold, the scene changes! The land bears

the sad traces of a hasty exodus. The beautiful villas are all abandoned, the houses are as solitary as though they were haunted. From a dike along which runs a muddy cart road, we see that the waters of the inundation which forms part of the defensive system of the lower Piave are for the greater part frozen, and cast back the sun's rays with a frosty glint. The sky which can no longer lend its hues to the dreary scene seems as though indifferent to the things of earth. A heart-rending spectacle in such fair weather as we still have to-day!

It seems as though a curse had suddenly fallen upon the waters between the dikes and the walls, since the icy mirror is all rent and disjointed. The cornstalks crushed by the ice have broken off. All life is suspended as in the depths of a Dantesque inferno. The frozen water reaches half way up the steps of the partly submerged houses. Half-wrecked banks have been seized in the pitiless grip of the glassy expanse, and in the melancholy mists of the horizon the slender tree-trunks look like jets of smoke from far-off explosions mimobilized in mid-air by the nocturnal frost. Through the veil of mist the sun still sends brief flashes of ruddy light, and the earth reflects their rays sadly, as though on the morrow the sun would illumine her no longer.

\* \* \* \* \*

The chimneys and floorings of the workshops, dairies and factories, emerging from the discolored plain, voice the desolateness of these regions of productive labor whence life has been exiled. Of the houses not one has escaped being reduced to a ruin by the rain of bursting shells. At every cross-road we hear the whizz of machine-gun balls which fly over the flat surface with what sounds like a prolonged wail, the falling walls, the rusting iron work of the struc-



THE PIAVE IN FLOOD

tures, embedded in the ice, are destined to final destruction and disappearance.

Just as the scattered rocks of the Karst plateau seemed to have been created especially for a fighting ground, so here the pitiless ice-fields of the marsh-land looked as though prepared to serve as a dreadful theater of war, particularly under the rays of this blood-red sun. Flocks of birds dart swiftly down from the skies, casting their rapidly moving shadows on the surface.

But few human beings are to be seen. Here and there, sheltered by little heaps of muddy earth, are some soldiers sitting patiently on the banks of the frozen shallows strewn with empty cans and stones. At a little distance from the bank three or four soldiers are busying themselves around a hole that has been cut through the ice, evidently hoping to fish out a trout from the water that flows beneath. The ice here is strong enough to bear their weight perfectly.

## A CUBAN STATESMAN OF ITALIAN BIRTH

**T**HE hearty welcome extended to Italians in Spanish-speaking countries is illustrated by the fact that the President of the Cuban Chamber of Deputies, Prof. Oreste Ferrara, is of Italian birth. A brief account of his career is given by Signor Augusto Castaldo in *Nuova Antologia* (Rome).

Professor Ferrara has lived in Cuba for the past twenty years. He left Italy to offer his services to the cause of Cuban independence. His first intention had been to go to the aid of the revolutionists in the island of Candia who were fighting to throw off the Turkish yoke, but when he learned that they had concluded an armistice with the Turks his enthusiasm for them was chilled, and he was led to

look upon the revolt in Candia as little more than an outbreak due to literary sentimentalism.



PRESIDENT FERRARA OF  
THE CUBAN CHAMBER  
OF DEPUTIES

The Cuban insurrection, on the other hand, seemed to be the assertion of a people's social rights against a crushing foreign domination. Candia represented for him only a historic part, while Cuba held out the prospect of a brilliant future; and in 1896 he left Italy for the distant island. He was then but twenty years old and full of ardor, and he suffered many hardships for the cause in the closing period of the insurrection.

After the conclusion of the war between the United States and Spain, and the organization of the Cuban Republic, Ferrara became a provincial governor,

having first served a short time as secretary to one of the holders of this office. In 1904 he was elected to the chair of Common Law in the University of Havana. His first period of service as President of the Chamber

of Deputies dates from 1908; in 1911 he was again chosen, and, after having been replaced in this office for a brief time in 1913, he was elected for a third term—an unusual mark of confidence.

## "THE CHARLES SCHWAB OF FRANCE"

**A**N interesting account of the industrial re-birth of France during the war is contributed by Mr. Isaac F. Marcossion to the *Saturday Evening Post* (Philadelphia) for February 9. Several of the newer French captains of industry whose self-made success has duplicated the familiar stories of Carnegie, Frick, Schwab, and Westinghouse, are briefly characterized by Mr. Marcossion. To them the war has meant opportunity. A remarkable example of this rapid rise to industrial leadership is afforded by the career of André Citroen, who five years ago was a manufacturer of gears in a small way.

A native of Paris, he had been educated at a technical school, had served a practical apprenticeship at the bench, and was just getting launched into business when the war broke out. He was a reservist and at once joined the colors. After the Battle of the Marne, in which he took part, the French Government suddenly found that it needed shells in immense quantities. Citroen got three days' leave of absence from his colonel, went to the War Office and said: "If the government will give me a contract I will produce more shells than any individual in France."

Citroen, says Mr. Marcossion, is a born salesman. At any rate he persuaded the Ordnance Department to sign a contract with him at once for an output of 50,000 shells a day. Armed with this contract, he borrowed 1,000,000 francs from a bank. He then engaged the best shopman and the shrewdest practical financier he could find in France. Both these men could speak English, and he sent them at once to the United States with these instructions: "Buy all the machinery you can lay hands on, and get it on the water as soon as possible. If there is any delay in shipping equipment to New York by freight, send it by express." As Mr. Marcossion says, "This is the brand of talk that Harriman or Frick or Henry Ford might have indulged in when faced with such an emergency. It takes an added meaning when you realize

that it was uttered by a Frenchman under thirty-five just embarking on his first big venture."

Citroen's instructions were followed to the letter. With headquarters on lower Broadway in New York his envoys scoured the country for machinery, and in more than one case an automatic machine was rushed from Bridgeport or Philadelphia to New York by express. Meanwhile, almost within the shadow of the Eiffel Tower, land had been leased and ground broken for factories. On April 1, 1915, Citroen was turning out 1000 shells a day. When Mr. Marcossion visited his plant in October, 1917, 9500 men and women were employed and were producing 50,000 shells a day.

When you meet this Charles Schwab of France you are in contact with the liveliest industrial wire in the country. He is small, keen, alert, a bundle of energy—a walking factory of ideas. He speaks English fluently. He is at his desk at eight o'clock in the morning; has his lunch with the heads of his departments on a raised platform overlooking his eating thousands.

One day he sent me a telegram deferring an engagement several hours. When I saw him he explained the reason for the postponement, saying: "I went to the funeral of one of my oldest workmen."

Citroen finds time to be human.

Mr. Marcossion asked Citroen what he would do with his great factory when the war was over. Without the slightest hesitation he answered: "I shall make cheap motor cars in what you Americans call quantity output, provided, of course, the government does not tax me to death." Mr. Marcossion thinks, however, that Citroen's tears about taxation are hardly justified. The French people are constitutionally opposed to paying taxes, and a drastic tax would merely bring on trouble. The government is not likely to impose excessive taxation after the war. The people are willing to buy national bonds and thus employ their money at a fair rate of interest.



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A MODERN STREET SCENE IN BETHLEHEM

## YESTERDAY AND TO-DAY IN BETHLEHEM

**T**HE swords of the English have rent asunder the veil which the Turks had cast over Palestine and its inhabitants, and the letters which are beginning to come from the homefolks there to their relatives here in America reveal the terrible conditions which have been lived through day after day since the war began. Wave after wave of sickness has passed over that unhappy land as though a consuming fire were at work, added to the terror of what might come which drove sleep from their eyes and banished contentment.

Letters which have come recently from various parts of the liberated land, published in an Arabic paper, *Meraat-ul-Gharb*, of New York, show how wide the difference is between to-day and yesterday and how great is the joy which fills the hearts of the people since the English entered that land. Tears of joy have replaced those of sorrow and fear, which were the daily portion during the Turkish régime.

To quote from one of the letters, dated Bethlehem:

We were straitened at first as regards money

and the stoppage of all industries, together with the raising of the interest on loans altogether out of proportion, so that in 1915 the lira was worth six times its usual amount. This was followed by the issuance of paper banknotes, which almost instantly began to fall, until a lira was not worth but five piastres. A rotl of meat (about 6 pounds) sold for two liras, and a measure of wheat for ten. We spent for nothing but essentials in our home, five thousand Napoleons. The poor searched the garbage piles beside the road to get the peelings of melons and oranges to eat. Many of them died by the wayside, their bodies being destroyed by the animals. This suffering was followed by the government cutting off the supply of wheat, and for three years we were not given enough to last us one week.

Exemption from military service was fixed at fifty liras per capita, but in 1915 it was changed to that amount for one year only, not for the duration of the war, as at first. Then we paid thirty liras, and early in 1917 they called out the exempted between the ages of twenty and thirty years, and among the first was one of our family, refusing to take the exemption tax and in spite of our entreaties he was taken and kept in prison ten days while we went back and forth using all the influence in our power to get his release. Finally, we were told that if we would send to the government 4500 kilos of barley he would be exempted for one year only. We sent the barley, for which we paid 550 liras, and took him out in

the middle of the night and brought him to Bethlehem. Another of our family paid as much for his exemption, and then had to spend two months cutting down olive trees in Bethlehem for the railroad.

The government used the Christians and Arabs to drive the camels carrying the wood, and often they were compelled to bear on their own backs heavy loads for their taskmasters. Many of the children of the notables were forced to carry on their shoulders the telegraph poles from Jerusalem to Beersheba, to be greeted upon their arrival, staggering under their burdens, with "Here are the asses."

Many of our friends were exiled, and we expected our summons momentarily, and but for the advent of the British we would have been sent away, for we had been notified to be ready on a certain day; but before it dawned, the officer who gave us notice was in flight himself before the English, and we were saved.

In 1915 cholera swept through our little town and many died. And each week we were obliged to care for our quota of soldiers. Our wheat and oil we buried in the ground, for the searchers would enter the house and search for food.

On the 11th of January, General Mott paid a surprise visit to Bethlehem. No intimation had been received of his coming, but the church bells soon announced his presence in the town. The people began to assemble in the square before the government building, literally dancing with joy. Those on the house-tops showered the victors with

perfumes and roses, while the band played patriotic airs. The General visited the holy places with his staff, and received addresses in Arabic and English in praise of the work the British are doing in Palestine.

Two days later, General Allenby came unannounced, but he received a greater and even more enthusiastic ovation. After visiting the holy places, he received the spiritual heads in the government square with democratic, English simplicity.

Self-government has been instituted in Bethlehem under Colonel Camp, with full powers of governing excepting in military matters. Postal service was resumed to-day, and in a short time trade will pick up as soon as commodities can get here. The future of our land is great. Work has begun on the roads, and new railroads are being built. We are now in the land of the living.

It is little wonder that the writer resorted to exaggeration in attempting to describe the overwhelming joy at the coming of the British: "The very ground danced for joy as the British entered the city to set at liberty those who were bound, and to bring those in darkness out into the light. Those blessed English, coming to release us from tyranny and oppression, that we might enjoy English justice!"

## THE RICH OIL SHALES OF COLORADO, UTAH, WYOMING, AND NEVADA

FOR some years experts have been writing pessimistically about the depletion of our national fuel resources. Constantly increasing demands and wasteful methods of mining and utilization seem to set the limit of our coal supply at a distance of not more than two or three centuries; and the case of petroleum is even worse. Gasoline, a product of petroleum, is becoming a more and more costly necessity. What will our grandchildren do when the coal and petroleum give out? And (a more pressing question) how are we ourselves to keep the cost of these commodities from soaring?

Mr. G. E. Mitchell, of the United States Geological Survey, answers these questions in the *National Geographic Magazine*, and the answer is sure to be greeted with nationwide enthusiasm. He says:

We have made a discovery that has disclosed what is undoubtedly one of our greatest mineral

resources—one that should supply the needs of the war, and that for generations to come will enable the United States to maintain its supremacy over the rest of the world as a producer of crude oil and gasoline and incidentally of ammonia as a highly valuable by-product. We have discovered that we possess mountain ranges of rock that will yield billions of barrels of oil. For many years travelers going west through the Grand River Valley of Colorado and into the great Uinta Basin of eastern Utah have looked from the windows of their Pullman cars on the far-stretched miles and miles of the Book Cliff Mountains, little realizing that in these and the adjoining mountains, plainly exposed to view, lay the greatest oil reservoir in the country—the oil shales of Colorado, Utah, Wyoming, and Nevada.

From recent investigations of the Geological Survey it appears that our oil shales are far richer than those of Scotland, where the shale-oil industry has long competed successfully with the petroleum industry and pays annual dividends averaging 18 per cent.

To extract the oil, the rock is distilled at a low



temperature. So simple is the process that the geologists who surveyed the fields carried small testing retorts around from place to place to determine the oil content of various specimens. In the Scotch plants the rock is heated in retorts arranged in banks of four over a single fire-box, and a unique feature of the process is that the gas derived from the shale is the fuel used for obtaining the oil and other products. The retorts are grouped in benches of sixty-four and each retort reduces about four tons of rock a day. Some 3,000,000 tons are treated annually. The vapors pass from the retorts into condensers in which the crude oil is deposited, and then on into a chamber in which the ammonia is deposited. The Scotch shales yield gasoline, illuminating, lubricating and other oils, paraffine wax, and sulphate of ammonia, besides a considerable quantity of liquid fuel and the gas that is used in the plants.

If the discovery and exploitation of the petroleum fields of this country constitutes one of the most sensational chapters in American history, what are we to say of Mr. Mitchell's announcement that "the quantity of oil that can be extracted from the shale is so huge that the petroleum reserve becomes almost insignificant by comparison"? Down to the year 1918 the United States produced 4,255,000,000 barrels of petroleum, and the amount still available—some of it lying very deep in the ground—is estimated at 7,000,000,000 barrels. From recent explorations it appears that the mountains of Colorado, alone, are able to yield 36,000,000,000 barrels of shale oil!

The Geological Survey also estimates that 300,000,000 tons of sulphate of ammonia, worth, at before-the-war prices, about \$60 a ton, could be recovered as a by-product in the extraction of the oil. This by-product would be sufficient to enrich most of the farms in the great Mississippi Valley.

Preliminary examination indicates that Utah is no less rich in oil shales than Colorado; that there are extensive deposits in Nevada, Wyoming, California, and Montana, and that some of the Eastern States, also, possess more or less valuable deposits.

Until recently the oil shales of the United States, particularly those of the Western States, have been referred to by the Government geologists as a reserve available for extraction whenever the demand and the price shall become great enough to warrant the establishment of a new industry to supplement the supply from the petroleum fields. This time is now at hand. The extraordinary demands of the war are already indicating the approaching insufficiency of the output from our petroleum fields, and experiments in the utilization of oil shale are already being



Photograph from U. S. Geological Survey

WASH-DAY IN A GEOLOGICAL SURVEY CAMP—CHUNKS OF OIL SHALE ARE SUPPLYING THE HEAT FOR THE CAMP LAUNDRY

made in Colorado. Plants are being erected, oil is being distilled, processes are being tested, and a steadily increasing output is soon to be expected. So substantial is this resource considered that the Government has set aside as a special reserve for the American Navy 132,000 acres of the richest oil-shale land in the West.

"Beware of fake promoters," warns Mr. Mitchell. A golden opportunity is opened up by these discoveries for the get-rich-quick schemers, who have always found "oil fields" a particularly lucrative outlet for their energies.

It is not to be understood that any farmer or rancher who may happen to have oil shale on his homestead can produce oil at a profit. Successful oil distillation will require large and expensive plants, well financed and scientifically managed, as in any other large industry. It is by no means a poor man's proposition; but neither, on the other hand, is it a highly complex and involved industry, such, for instance, as beet-sugar manufacture, while the fact that oil distillation is well established in other countries is tremendously to the advantage of prospective development in the United States.

While the Germans are supplementing their stock of petroleum and gasoline by laboriously raising potatoes from which to distil alcohol, Mr. Mitchell assures us that here in America there are mountains of oil rock which can be blasted and steam-shovelled and transported by gravity to great retorts which will turn out oil and fertilizer in unlimited quantities.

## A LEGISLATURE THAT WORKS

IN connection with the activities of the Nonpartisan League in North Dakota, the recent special session of the legislature of that State is of peculiar interest. The work of this session is summarized by Mr. John T. Frederick in the *New Republic* (New York) for February 23. Mr. Frederick writes with the conviction that the farmers of that part of the country will feel renewed confidence in the Nonpartisan League because of what was accomplished.

A serious economic condition had resulted from the fact that there had been two successive crop failures in the western and central portions of North Dakota. In 1916 the wheat crop was destroyed by black rust; in 1917 all crops, including even fodder, were almost completely a failure in that region on account of drought. In those localities where the loss was not total, only a small fraction of the normal crop was harvested.

Two bad years in succession had driven most of the farmers in the newer parts of the State to a condition of desperation in the matter of credit. Most of these men had purchased their farms with borrowed money, and had then re-mortgaged them to the limit of their value. But as this did not prove sufficient they had made their personal property the basis for yet additional credit. At the beginning of 1918, a year in which the nation demands increased production of all farmers, many of these in North Dakota had mortgaged land, horses, cattle, and even farming implements to the last dollar of their value. They had no seed grain and had almost exhausted feed for their stock. Retail stores in that part of the country, unlike those in the South, usually operate on a cash basis. In order to buy groceries and clothing for their families many farmers were compelled to sell their scanty supplies of grain.

Usually North Dakota raises one-seventh of the country's wheat. In this year, when

the maximum wheat crop is called for, the farmers of the State are eager to do their full share; but even to seed a normal acreage they must have both seed-grain for sowing and feed for their work horses. Thousands lack both of these commodities and have nothing to offer in exchange for them except liens on the unsowed crop.

How could these needy farmers get an extension of credit and thus be enabled to do their share in the nation's war work for the year? They were already owing the local banks quite as much as the State Bankers' Association thought justifiable under present conditions. When they applied to the Federal Government for aid, Congress was unable to assure them any substantial relief, and the recently created system of land banks could do no more than to give them somewhat better terms, instead of adding to the credit that they already have.

In the absence of Federal relief, Governor Lynn J. Frazier, who had been elected to office by the farmers through the agency of the Nonpartisan League, summoned the State Legislature to deal with the



GOVERNOR LYNN J. FRAZIER OF  
NORTH DAKOTA

emergency as it might. Within three days after assembling, the lower house adopted a measure to enable the counties where need exists to issue bonds and lend the proceeds to farmers on their personal notes, payable at harvest time. The amount allowed each farmer will be decided by the County Commissioners on the basis of affidavits as to the number of acres he will seed, and the amount of seed and feed he has on hand.

The State Commissioner of Agriculture will supervise the distribution of seed to the counties where needed, seeing to it that pure seed is furnished to the farmers at the lowest possible cash prices. No county can assume an obligation amounting to more than 5 per cent. of the assessed valuation of its property. In the districts where relief is needed, the new law will make available from \$6,000,000 to \$7,000,000.

# AMERICA AND IRISH HOME RULE

**A**N editorial article in the London *Spectator* (February 2) comments on the American attitude towards the so-called self-determination of Northeast Ulster. The editor remarks advisedly in reference to a recent attempt in a section of the English press to bring pressure upon the people of Northeast Ulster to make them abandon their position under the threat that if they do not do so they will imperil the alliance with America, that neither the American Government nor the American people have the slightest intention of deserting at the bidding of Irish-American politicians the great cause to which they are pledged. "The notion of President Wilson or Congress attempting to dictate the terms upon which we are to modify a British Act of Parliament—i. e., the Act of Union—is unthinkable. They would no more do that than we should attempt to force Congress to pass a new constitutional amendment."

Quite apart from questions of international comity, the editor feels certain that the American people would never on the merits of the question attempt any such pressure upon Ulster as has been suggested. "It happens that the American people are acquainted not only with the facts of the particular case, but with the tone and temper of Irish politics and Irish politicians. What is more, they happen to have had in their previous history experiences of a constitutional situation exactly like that which exists in Ireland, and these experiences make them specially well qualified to judge rightly and justly the position of Northeast Ulster."

The instance to which the editor of the *Spectator* refers is the creation of the State of West Virginia by the partition of old Virginia during our Civil War. President Lincoln at that time put the following questions:

By the way, in what consists the special sacredness of a State? . . . I speak of that assumed primary right of a State to rule all which is less than itself, and ruin all which is larger than itself. . . . On what rightful principle may a State, being not more than one-fiftieth part of the nation in soil and population, break up the nation and then coerce a proportionally larger subdivision of itself in the most arbitrary way? What mysterious right to play tyrant is conferred on a district of country, with its people, by merely calling it a State?

In the *Spectator's* opinion these words of April—7



IN SUSPENSE

THE IRISH ANDROMEDA (gazing wanly at her various champions in convention): "If these gentlemen would come to some early agreement for relieving the situation it would greatly conduce to my comfort."

From *Punch* (London)

Lincoln fit the Irish problem of to-day exactly. But Lincoln did not leave the matter at this point. He dealt with it practically as well as dialectically. The editor proceeds to quote the argument made by Lincoln when the ratification of the action of the counties of Virginia to constitute the new State was being discussed, and when many men's minds were frightened by the word "partition."

Can this Government stand, if it indulges Constitutional constructions by which men in open rebellion against it are to be accounted, man for man, the equals of those who maintain their loyalty to it? Are they to be accounted even better citizens, and more worthy of consideration, than those who merely neglect to vote? If so, their treason against the Constitution enhances their Constitutional value! . . . It is said, the devil takes care of his own. Much more should a good spirit—the Spirit of the Constitution and the Union—take care of his own. I think it cannot do less and live. . . . Doubtless those in remaining Virginia would return to the Union, so to speak, less reluctantly without the division of the old State than with it, but I think we could not save as much in this quarter by rejecting the new State, as we should lose by it in West Virginia. We can scarcely dispense with the aid of

West Virginia in this struggle; much less can we afford to have her against us, in Congress and in the field. Her brave and good men regard her admission into the Union as a matter of life and death. They have been true to the Union under very severe trials. We have so acted as to justify their hopes, and we cannot fully retain their confidence, and coöperation, if we seem to break faith with them. In fact, they could

not do so much for us, if they would. . . . The division of a State is dreaded as a precedent. But a measure made expedient by a war is no precedent for times of peace. It is said that the admission of West Virginia is secession, and tolerated only because it is our secession. Well, if we call it by that name, there is still difference enough between secession against the Constitution, and secession in favor of the Constitution.

## A FRENCH VIEW OF AMERICAN FINANCIAL STRENGTH

**I**N a comprehensive article on American finance which he contributes to the *Revue des deux Mondes* M. Lewandowsky considers the subject under four headings:

### I. FINANCIAL RESOURCES

The writer considers the exports and imports of the three-year period beginning on July 1, 1914, and ending on June 30, 1917. He finds that in the third year the excess of exports over imports was three and one-half times greater than in the first, the excess for the entire period being \$6,864,000. Her estimated gold balance of \$3,000,000,000 placed the United States in the lead in relation to the world's banking. Even before the United States had entered the war on a military basis there had already been "a financial coöperation effective between America and Europe, an association in fact based on a very clear understanding of reciprocal interests."

The writer then alludes to the Federal Reserve Act of 1913, which centralized our banking system and made it more elastic and similar to the European system. This law facilitated the establishment of branch banks in foreign countries and thus insured the expansion of American commerce.

### II. THE PROGRAM OF AMERICAN EXPANSION

Whatever part the United States is to play in acquiring a great foreign commerce will be the result of a well-organized, methodical campaign. Not only will American capital have a large part in the reconstruction of Europe after the war, but the South American countries will greatly benefit. As an outcome of the Monroe Doctrine, the United States naturally assumes leadership, as it is giving financial support to South America, although previous to this time a greater amount of capital had been supplied by Europe. The United States to-day sends rail-

road supplies, iron, steel, and textiles to South America and will in all likelihood hold most of this trade after the war.

To compensate herself, France must endeavor to supplant Germany in commerce, industry, and finance in the United States. Such a Franco-American alliance will protect common interests against German aggression after the war. This writer urges France to unite with the United States in order to retain its commercial hold in South America.

### III. FOR AFTER-WAR BUSINESS

American banks are establishing credit in all the great foreign centers, particularly in South America. The Buenos Aires branch of the National City Bank of New York has a department in which samples of American goods are shown. The First National Bank of Boston, representing a great group of New England industries has also entered the South American field. It is said that since the beginning of the war seventy out of every one hundred business transactions in Latin America have been on a dollar, not a pound sterling, basis. The National City Bank has extended its operations still further and now controls the International Banking Corporation with agencies in China, Japan, India, Manila, Panama, Mexico, and London.

American packers have been established for some time on the Rio de la Plata and the American International Corporation, with a capital of \$50,000,000, is designed to undertake all kinds of business from engineering to commercial enterprises.

### IV. FRANCO-AMERICAN UNDERSTANDING

The writer repeatedly urges that France should endeavor to establish "a collaboration of men, ideas, and capital between the United States and France." He believes that such a union is peculiarly suitable because

we (the French) have in truth a better psychology of business in foreign countries, especially with those for whom we have racial affinities; because we possess the gift of making our ideas, our art, our civilization penetrate—as well as our capital.

The great public works in South America and throughout the world begun with French capital, must be finished or carried on after the war by the joint efforts of France and the United States, for France will not be able to maintain these projects alone.

Though France must leave the foreign field for a time—during the reconstruction period—it should reap the fruits it has previously sowed and be given business hitherto absorbed by Germany. A practical way out of this difficulty seems to lie in collaboration with its more fortunate associate, the United

States, on the understanding that in return for an interest in French business already established American capital shall be furnished. This coöperation is not adverse to the spirit of American business to-day, which does not desire to benefit by the misfortunes of others, but on the contrary wishes to take its place beside other great nations in world trade and finance.

In this writer's view, then, the rôle of the United States after the war will be the utilization of capital as a powerful means of world influence. The rapid growth of a great foreign business can only be successful if it avails itself of those forces already in the field—the great French and English houses that have built up a successful business after years of toil and experience.

## EDUCATIONAL DEVELOPMENTS IN WARRING EUROPE

A REMARKABLE chapter of the current Annual Report of the United States Commissioner of Education, prepared by Mr. W. S. Jesien, of the Division of Foreign Education, deals with the recent history and present condition of the schools of the belligerent countries of Europe as affected by the war. The gist of the chapter is to the effect that, in spite of material losses and temporary disturbances, education has, on the whole, received a striking impetus and has undergone important developments that might have been long deferred if the war had not happened. We can give here only brief fragments of this interesting article (Chapter IV of the first volume of the report for 1917), the whole of which is commended to the attention of persons who are in quest of data to support the thesis that the war is by no means an unmitigated calamity:

A world-wide movement to perfect the whole scheme of public education is resulting from the war. The fact that this movement is being carried forward even while the nations are engaged in the exhausting conflict shows the changed conception of the social worth of education. The time is past when education could be considered a national luxury; it is now regarded as a primary necessity of national life, and the most striking illustrations of this new conception are offered by the events that have taken place during the present war.

France and England are engaged in a simultaneous reorganization of their respective systems of public education, and the continuation school

projects now pending in the parliaments at Paris and London are essentially identical. They both introduce universal compulsory continuation schooling of general and vocational character. The English bill provides, in addition, for an extension and perfection of elementary school compulsion.

### COMPULSORY EDUCATION IN ENGLAND AND FRANCE

Mr. Herbert Fisher's education bill, introduced in the British House of Commons on August 10, 1917, provides, among other things, for universal compulsory continued education from the completion of the elementary school course to the age of eighteen. Mr. Jesien records this as a "momentous event," since few nations have hitherto extended school compulsion beyond the elementary school.

The period of compulsory continuation education commences with the time of leaving the elementary school and extends to the age of eighteen. The minimum requirement is 320 hours in a year, or eight hours per week, with the provision that this may be increased by the board of education after five years of the operation of the system, subject to the approval of the Parliament. The instruction in continuation schools must be given in daytime, not after 7 P. M. or before 8 A. M., and the persons attending such schools who are employed must have the necessary time taken out from the hours of their employment. The continuation schools will not be in session on Sunday or on any recognized holiday. The compulsion does not apply to young persons who have received satisfactory full-time education up to the



age of sixteen or who have passed a university matriculation examination. Instruction is to be physical, vocational, and general.

In France compulsory continuation education is provided, in a pending bill, for boys to the age of twenty and for girls to the age of eighteen; the classes to be held on working days and preferably outside of working hours. Physical training is to be given on Sundays. During a part of the continuation course the instruction will occupy 300 hours a year, and during the remainder 200 hours. The requirements do not apply to youths who are pursuing studies of a higher grade than those in the continuation schools.

#### GERMANY, RUSSIA, AND POLAND

In Germany the "Einheitschule" movement, aiming at a democratization of the school system of that country, has made most important progress during the war. In Russia new schools are being organized everywhere. In Italy the elementary system is undergoing extension, and provision has been made for instruction of illiterate adults.

Of special interest in this connection are the events that have taken place in Poland since its evacuation by the old Russian bureaucratic machine. The first use the Poles made of their temporary freedom was to introduce compulsory elementary school attendance, nonexistent under the old régime. New schools were established with such zeal that in one year (1915-16) the number of schools increased by 47 per cent. In Warsaw alone 400 new elementary schools and forty-seven industrial continuation schools were established in that year.

In addition to the present activities, extensive plans for educational reconstruction and reforms after the war are under consideration in all the warring countries. In these plans several features appear with striking similarity in the different countries. It is, for example, the consensus of educational opinion that improvement must be sought in technical and vocational education, in modern languages and commercial subjects, in physical and character training.

#### LANGUAGES OF "ENEMY" NATIONS

The short-sighted policy of eliminating "enemy" languages from public education, now prevailing in some parts of the United States, appears to have made no appreciable progress in Europe, on either side of the battle line. In Great Britain the Modern Language Association says:

It is not possible to give any exact forecast of the commercial relations of England and Germany after the war, but whatever form they may assume there is no doubt that a knowledge of German and German conditions will be required for commercial purposes. In the future it will be

even more necessary than in the past that there shall be in responsible quarters people possessing an adequate knowledge of German and all that the study of German in the widest sense should imply. . . . The study of German has inevitably suffered during the war, but we are of opinion that to allow any further diminution to take place, or even to accept the present reduced scale as permanent, would be to the national disadvantage.

The German attitude in this matter is said to be represented by the following quotation from the *Mannheim Gazette*:

The modern languages occupy a prominent position in our real schools and higher real schools (Oberrealschulen). No narrow minds will demand their curtailment because of our unpleasant experience with the French and the English. On the contrary, the knowledge of these languages is absolutely necessary to us, especially that of English. Ignorance of a foreign language or of a foreign nation is not an element of strength, but of weakness. Besides, Germany has no intention of isolating herself from the rest of the world when the war is over. She does not want to wage war after the war. She strives more than ever to penetrate into the world. . . . The modern languages ought to be given more, not less, time than heretofore.

The study of Russian has made marked progress in Great Britain, France, Italy, and Germany.

Notable developments in Germany include the extensive employment of women teachers to replace men called to war. The authorities make it clear, however, that this is only a temporary expedient. Another war measure has been the sending of German school children from cities to the country, where the food problem is less acute and where the older children can assist in light agricultural tasks.

#### THE SITUATION IN BELGIUM

Elaborate provision has been made by the Belgian Government for the instruction of Belgian refugee children in France and other countries.

The part of Belgium under the German occupation was made dependent for its educational development upon the German authorities. The four Belgian universities are closed, the students having refused to attend them until the country is free from the invader. The professors have also refused, in spite of repeated German entreaties, to give instruction to the young men left in the country, who would thus enjoy an undeserved advantage over those serving in the trenches.

Elementary and secondary schools are open, but in reduced numbers, owing to military occupation of a great number of school buildings.

# THE NEW BOOKS

## THE WAR AND ALLIED TOPICS

**History of the World War.** By Frank H. Simonds. 5 vols. Ill. Vol. I, 445 pp. Vol. II, 442 pp. Review of Reviews Company.

For three years and a half Mr. Simonds has pictured the successive phases of the world war for *Review of Reviews* readers. His monthly articles in this magazine have been read in every continent. No writer on the war has won more general acceptance among the English-speaking peoples. It is, therefore, a matter of compelling interest that Mr. Simonds has undertaken the writing of an independent history of the war, the second volume of which is now ready, while the third is in preparation. This is a wholly new work; no attempt has been made to utilize in it the voluminous material contributed to this magazine, although a book might easily have been made up from that material. In the "History" the war is treated as a whole, and not as a series of episodes. The author's remarkable powers of coordination and synthesis—gifts of the gods to every historian whose work is to have enduring quality—are brought into full play. Long before the United States had entered the war, Mr. Simonds had been recognized as one of the most accurate and intelligent interpreters of the political as well as the military developments of the conflict. Now that the part to be taken by this country has become so vital a factor in the outcome, it is almost imperative that the historian of the war should be equipped with a thorough knowledge of American aims and sentiment. This special equipment Mr. Simonds, as an experienced American journalist, possesses in ample measure.

The entire work will occupy five volumes. In the first two volumes the narrative covers the two phases of the war represented, respectively, by the Marne and the German repulse of Russia. The third will include Verdun. All important military operations, on whatever front, as well as naval actions, are treated in detail, but the purpose of the history comprehends far more than a mere record of military movements. It deals broadly with the political aspects of the war.

Besides its account of land battles, the second volume has interesting chapters on the naval operations of the war, "Sea Power and the German Place in the Sun," and the submarines. Graphic accounts of sea service are contributed by Rudyard Kipling, Admiral Sir John Jellicoe, and Henry Reuterdaahl. John P. Holland, Jr., describes "The Inception and Development of the Submarine Boat"; J. Malcolm Bird writes on "American Invention and the War," Lord Northcliffe on "The Army Behind the Army," Surgeon General Gorgas on the conquest of disease by armies. Dr. Newell Dwight Hillis on "The Atrocities of Germany," Major Stanley Washburn on German and Russian operations in

Galicia, Samuel G. Blythe on the Grand Duke Nicholas, William C. Dreher on General von Hindenburg, and H. J. Elliot on Ludendorff, Mackensen, and von Falkenhayn.

The work is well supplied with maps and illustrations. In each volume Mr. Simonds' text is followed by a series of chapters by authoritative writers on particular topics related to the central theme. The history is published by the Review of Reviews Company and sold by subscription as advertised in this number.

**True Stories of the Great War.** Edited by Francis Trevelyan Miller. 6 vols. Ill. 360 pp. each. Review of Reviews Company.

The narrators of these 200 stories are either direct participants in the actual fighting—officers, soldiers, dispatch-riders, aviators, marines, submarine officers, sailors, raiders, or scouts—or staff observers, nurses, secret service men, diplomats, ambulance drivers, refugees, and others who have had personal contact with some of the war's varied phases. A rich fund of human experience has been drawn on to fill these volumes. The writers who have come to fame since the war began—Donald Hankey, Ian Hay, Arthur Guy Empey, and many more—are represented here, through the generous cooperation of their publishers, and at the same time the unknown soldier or sailor who had no claim to the world's attention save that he had a thrilling story to tell, has his chance here to tell it, and his place in the democracy of letters by the side of Pierre Loti.

**First Call.** By Arthur Guy Empey. G. P. Putnam's Sons. 369 pp. Ill. \$1.50.

Sergeant Empey's earlier book, "Over the Top," together with the lectures that he has delivered throughout the country, has made him known everywhere as an American soldier who saw a year and a half of actual fighting on the Western front before the United States had come into the war. He fell wounded in No Man's Land, but is now doing, perhaps, as useful service for the cause of the Allies as if he were still in the trenches, for he is pointing out to American soldiers the things that they will have to know in order to wage effective warfare in France. "First Call" is made up of information and suggestions that are vital to the soldiers' success, but have been largely overlooked or minimized in other war books. There are also helpful chapters addressed to the mothers of the boys and the folks at home.

**The New Spirit of the New Army.** By Joseph H. Odell. Revell. 121 pp. 75 cents.

A message fresh from the American training camps, telling the people at home what kind of life the boys in the camps are living and what

their environment is. Dr. Odell puts stress on the value of the camps as "builders of moral as well as physical stamina." In short, Dr. Odell looks upon the expenditure thus far made on the camps as "the best investment in citizenship the country could have made." Secretary Baker commends the book in an introduction.

**Under Four Flags for France.** George Clarke Musgrave. D. Appleton & Co. 364 pp. Ill. \$2.

Captain Musgrave is one of the few writers on the war who have even attempted to keep a perspective. The basis of the present volume is personal observation on the battle-ground since the outbreak of hostilities, supplemented by statements gathered for three years from the trenches, hospitals, prisoner convoys and neutral points close to the enemy's frontier. The result is a connected narrative of the war, chiefly from the French standpoint. Captain Musgrave is now with the American troops in France.

**Who was Responsible for the War? The Verdict of History.** By Senator Tommaso Tittoni. Preface by Nelson Gay. Bloud & Gay: Paris, 3, Rue Garoncière.

This little book contains English translations of addresses by Senator Tommaso Tittoni, formerly Italian Minister for Foreign Affairs and Italian Ambassador to Paris. The addresses were delivered during the years 1915 and 1916 and cover in detail the diplomatic developments leading up to the entrance of Italy into the war.

**The Lost Naval Papers.** By Bennet Copplestone. E. P. Dutton & Co. 286 pp. \$1.50.

A series of exciting spy stories involving the contest between the British and German Secret Services since the outbreak of the war.

**Maple Leaves in Flanders Fields.** By Herbert Rae. E. P. Dutton & Co. 268 pp. \$1.75.

All the names employed in this work (including the author's) are fictitious, but the formation, organization, training and early experiences at the front of the first Canadian contingent are graphically related. There is an introduction by Admiral Sir Albert Markham.

**Camion Letters.** From American College Men. Henry Holt & Co. 100 pp. \$1.

The personal experiences (almost unique among publications of this kind) of a man who has served at the front, and yet has never been "over the top." It is something new to hear from the volunteer drivers of munition transports in France. The simple, straightforward narratives in these letters give ample evidence of one who reads between the lines of the dangers to which the drivers were exposed, and of the heroic achievements of these young Americans who joined the Field Service in France last year expecting to be put in charge of ambulances, but later found a field of great usefulness in driving "camions," as the munition trucks are called.

**Deductions from the World War.** By Baron Von Freytag-Loringhoven. G. P. Putnam's Sons. 212 pp. \$1.25.

The greatest living exponent of Prussian mili-

tarism is Lieutenant-General Baron Von Freytag-Loringhoven, Deputy Chief of the German Imperial Staff. This book was written by him primarily for German consumption, but it expresses so accurately the aims of the German military caste, looking forward to the future beyond the conclusion of the present struggle, that it has been thought worthy of translation into English.

**Two War Years in Constantinople.** By Dr. Harry Stuermer. George H. Doran Company. 292 pp. \$1.50.

In the years 1915-1916, Dr. Harry Stuermer was the Constantinople correspondent of one of the most important German papers, the *Kölnische Zeitung*. During that time he became convinced of the inherent iniquity of German aims in Turkey, and in this volume he expresses his indignation.

**Alsace-Lorraine.** By Daniel Blumenthal. With an introduction by Douglas William Johnson. G. P. Putnam's Sons. 60 pp. Ill. 75 cents.

The author of this little book was formerly Deputy from Strassburg in the German Reichstag, Senator from Alsace-Lorraine, and Mayor of the city of Colmar. An Alsatian by birth, he presents the claims of his fellow-citizens. Professor Douglas W. Johnson, of Columbia University, states in an introduction to the book that its author has been condemned to death eight times and now carries sentences aggregating more than five hundred years of penal servitude imposed by the German Government, because of his advocacy of the cause of the so-called "lost provinces" before the world.

**Germany in War Time.** By Mary Ethel McAuley. Chicago: Open Court Publishing Company. 297 pp. Ill. \$1.50.

What an American girl saw and heard during two years spent in Germany in the course of the war.

**Trapped in Black Russia.** By Ruth Pierce. Houghton, Mifflin Co. 150 pp. \$1.35.

Certain volumes of unpretentious letters are among the most acceptable books relating to matters connected with the war. Mrs. Pierce went with her husband, the agent of an American business corporation, to Bulgaria, thence to Kiev, in 1914. In 1915 she was arrested by the Russian authorities and imprisoned for six weeks for writing a letter home describing the horrors of a Jewish detention camp. This letter and others written during her stay in Kiev form a freshly-phrased, vivid account of war conditions in that part of Russia. One thing that bears upon the present is brought out. Everywhere beneath the surface was the clammy feel of German propaganda. Each faction was encouraged to war against the other in order to confuse the minds of the people and destroy their perspective. As for the condition of the miserable Gallician Jews described in the letter that caused her imprisonment, one sentence tells their story: "They were beyond the point where they prayed to die."

**The Air-Line to Liberty.** By Gerald Stanley Lee. Kennerley. 370 pp. \$1.25.

A book of terse chapters written in the style of snappy newspaper editorials that call upon America to mobilize every man, woman and child, for the purpose of advertising the intentions of the United States during the war and after, to the nations of the world—particularly to Germany.

**The Tree of Heaven.** By May Sinclair. Macmillan. 408 pp. \$1.

A novel that is a dispassionate statement made by a procession of glad and sad marionettes, viz., England is worthy of her sons, and that the determination of the spirit triumphs over the filth and the physical torture of war. Lest disappointment follow a hasty glance, it is well to say that the technic of the narrative is so detached and sculptural that a careful reading of the book in its entirety is necessary to feel the power and relation of any part. It is as if before a curtain of English landscape, in the garden of a house in a suburb of London, wherein flourished the Tree of Heaven, there passed a procession of

figures that tell the story simply by saying to us *what they are*. There are the Harrisons, Francis and Anthony and their children, typical of the best in English life; there are the frustrate maiden aunts and the unhuman grandmother. And there is Veronica, the other inmate of the Harrison household, with her strange spiritual maturity and intuition that approximates second sight. These children grow up and pass into the defiled currents that ran through the life of London before the war—all save Veronica, whose spiritual poise saves her from the ruck. Dorothy becomes a militant suffragette. Nicholas is caught in the toils of the decadent artistic crowd. Michael veers to strange political creeds. Other characters amble and make their bow to reveal cross currents, and the ruin wrought by lives led solely for physical indulgence. Then the war comes with its moral regeneration. One by one the children give themselves to its service. The young men die—almost monotonously, finding some compensating spiritual contact with absolute reality at the very end. We see no further than the present actual events. What the future holds, Miss Sinclair does not prophesy. She is content to make a statement.

## HISTORY AND POLITICS

**The United States and the War; The Mission to Russia; Political Addresses.** By the Hon. Elihu Root. Harvard University Press. 362 pp. \$2.50.

**Latin America and the United States.** By the Hon. Elihu Root. Harvard University Press. 302 pp. \$2.50.

**Miscellaneous Addresses.** By the Hon. Elihu Root. Harvard University Press. 312 pp. \$2.50.

**North Atlantic Coast Fisheries Arbitration at the Hague.** Argument on behalf of the United States. By the Hon. Elihu Root. Harvard University Press. 445 pp. Ill. \$3.

In our issue for March of last year we gave several pages to an important set of volumes issued by the Harvard University Press, comprising the addresses and papers of Elihu Root. The six volumes described at that time as completing the scheme are all now available, besides which we have a very welcome seventh volume entitled, "The United States and the War; The Mission to Russia; Political Addresses." Mr. Root within the past two years has made several excellent speeches in which the high aims and friendly spirit of the United States are well set forth. As Ambassador Extraordinary and head of the Special Diplomatic Mission of the United States to Russia, Mr. Root made a number of brief speeches in Petrograd, Moscow and elsewhere which expound the principles of American democracy. It was with great hope and firm belief in the ultimate triumph of popular government in Russia that Mr. Root set forth upon his mission, and he came back in that same faith. Unfortunate as the immediate conditions are, Mr. Root would remind us of the trials and

tribulations through which every great nation has had to pass in its transition from autocratic to popular institutions. This last volume contains a number of formal Republican addresses made at national conventions and elsewhere.

The volume which includes the speeches made by Mr. Root on his South American tour has much to remind us of the great services rendered by Mr. Root in the cause of harmony among the republics of the Western Hemisphere. The settlement by arbitration at The Hague of differences between Great Britain and the United States over the North Atlantic coast fisheries dealt with an important subject; but far more important was the method employed to settle the dispute. Two great governments made use of The Hague Tribunal and reached a satisfactory result. Mr. Root, as Secretary of State, had signed the treaty providing for the arbitration. Afterwards he himself went to The Hague as chief counsel for the United States, and his argument occupies a large volume in the series now under notice. It may be said in passing that Mr. Root is fortunate in having for the editors of this notable series of volumes so loyal and capable a friend as Mr. Robert Bacon, and so scholarly a student and international-law authority as Mr. James Brown Scott.

**History of the Pacific Northwest.** By Joseph Schafer. Macmillan. 323 pp. Ill. \$2.25.

A revision of this excellent history, which originally appeared thirteen years ago, was made necessary by the accumulation of new materials, and in some instances a complete rewriting of the text was required. Furthermore, the changes of a decade in the States of our new Northwest have been extensive enough to call for new chapters. Professor Schafer's book leaves

nothing to be desired as a single-volume presentation of the Northwest's dramatic story.

**Marches of the Dragoons in the Mississippi Valley.** By Louis Pelzer. The State Historical Society of Iowa, Iowa City. 282 pp. \$2.50.

In these days of army reorganization almost everybody except the military specialist and historian has forgotten the existence of the First Regiment of American Dragoons, the mounted infantry who patrolled the Mississippi Valley and the Western plains from 1833 to the time of the Civil War. Until about 1850 this unit served largely in the Mississippi Valley in the work of frontier defense, garrison duty, exploration, and in the enforcement of Federal laws. These matters are all recounted in a volume prepared by Louis Pelzer and published by the State Historical Society of Iowa.

**A Short History of Science.** By W. T. Sedgwick and H. W. Tyler. Macmillan. 474 pp. \$2.50.

A whole library of entertaining biography, as well as history, is comprised in this single volume. The research required for so encyclopedic a task must have been enormous. The authors have lectured for many years on the general theme at the Massachusetts Institute of Technology.

**A Short History of Rome.** By Guglielmo Ferrero and Corrado Barbagallo. G. P. Putnam's Sons. 510 pp. \$1.90.

Ferrero's theory of Roman History, as well as his method of setting forth the facts, has been made known to the world through his "Greatness and Decline of Rome." In the present condensed work, prepared for the use of teachers and advanced students, the exposition follows the same general lines but the sketches are necessarily shorter and the narrative more concise. Otherwise the reader will notice little change of method.

**Inter-American Acquaintances.** By Charles Lyon Chandler. The University Press of Sewanee, Tennessee. 187 pp. \$1.25.

This book presents documentary proofs of the important part played by the aid and example of the United States in the Latin-American wars for independence a century ago. It shows how the speeches and writings of both North and South Americans led up to the Pan-American movement at the present time.

**An Historical Introduction to Social Economy.** By F. Stuart Chapin. Century. 316 pp. \$2.

An elementary introduction to general social and industrial history. The author analyzes agrarian problems, the productive systems of slavery and free labor, and historical changes in industrial organization.

**The History of Medieval Europe.** By Lynn Thorndike. Houghton, Mifflin. 682 pp. Ill. \$2.75.

This book traces the development of Europe and its civilization from the decline of the Roman Empire to the opening of the sixteenth century. It is intended to serve the college student and the general reader.

**A History of the Reformation.** By Elias B. Sanford. The S. S. Scranton Company, Hartford, Conn. 281 pp. \$1.25.

An intelligent and well-written survey of the epoch-making events that followed Luther's action at Wittenberg in October, 1517, when he nailed his theses to the church door.

**The Irish Home-Rule Convention.** By George W. Russell. Macmillan. 183 pp. 50 cents.

A summary of English, American, and Irish opinion relative to the Home Rule question, as considered in the convention that met last year at Belfast.

## CONCERNING THE PRESS

**A History of American Journalism.** By James Melvin Lee. Houghton, Mifflin Company. 462 pp. Ill. \$3.50.

Mr. Lee has written the only comprehensive history of the newspaper press in the United States. Beginning with the colonial period, when the newspapers were few and far between, Mr. Lee traces the growth and development of journalism in America down to the present day. His volume is illustrated with reproductions of famous papers and striking cartoons.

**The Country Weekly.** By Phil C. Bing. Appleton's. 347 pp. Ill. \$2.

It is emphatically true that the editor of the country weekly has his own troubles and problems, for many of which an apprenticeship on a city daily would fail to prepare him. Yet we do not recall that any wise journalist ever before saw fit to write a book of advice to country edi-

tors. Professor Bing, of the University of Minnesota, has evidently thought it worth while to address himself to those young men who are thinking of going into country newspaper work as a career. He has written a book that answers their queries and offers a fund of useful knowledge as a basis of the rural editor's equipment. The rural editor himself would probably say that it meets a "long-felt want."

**Printing for Profit.** By Charles Francis. Bobbs-Merrill Co. and Charles Francis Press. 404 pp. \$3.

A master printer who has plied his craft in New Zealand, England, and America, and now at the age of seventy is the head of one of the leading magazine printeries of the world, should have something of value to say to his fellow craftsmen. It happens that Mr. Charles Francis has a great deal to say of practical importance, and the suggestions offered in his book as the



fruit of a lifetime of sturdy, constructive endeavor, are of interest not alone to printers, but to all who are even remotely concerned with the industry. On another page of this number Mr. Francis outlines some of the rules of living by

which he has kept his health and strength throughout an exceptionally active career. As the printer of the *REVIEW OF REVIEWS* his personality is of peculiar interest to the readers of this magazine.

## SOCIAL AND ECONOMIC TOPICS

**Theories of Social Progress.** By Arthur James Todd. Macmillan. 579 pp. \$2.25.

In this volume not only American and English, but also Continental contributions to the literature of social advance have been freely drawn upon. The world at this moment is looking for such a formulation of principles and in the reconstruction that is to follow the war men will be compelled to study the underlying data of human progress.

**The American Labor Year-Book, 1917-18.** Edited by Alexander Trachtenberg. The Rand School of Social Science. 384 pp. \$1.25.

The first part of this year-book deals with the effect of the war on labor, the extent of individualism, and the reaction of the Socialist and labor movements to the great war. The second part contains material relating to the labor movement in the United States, including accounts of strikes, labor trials, the railroad labor dispute, and brief histories of two leading international unions. The third part is concerned with the relation of labor to the law; the fourth deals with social and economic conditions in general; the fifth with the international Socialist and cooperative movements; and the sixth with the Socialist movement in the United States. The information is well digested and clearly and compactly stated.

**The Organizability of Labor.** By William O. Weyforth. Baltimore: The Johns Hopkins Press. 277 pp. \$1.50.

A study of modern trade unionism from the American standpoint. Although the proportion of trade-union membership in the total of persons employed in gainful industry in the United States is only about 5½ per cent., the strength of unionism is not to be measured by this standard. The employing and salaried classes are, of course, excluded from the ranks of organized labor, and there are many groups of workers who are not yet directly concerned in the movement. Allowance having been made for these classes and also for workers excluded from the unions because they have not reached the required age limit, the percentage has been estimated at 18.4 per cent. Dr. Weyforth believes that the influences favorable to organization are likely to increase in importance in the future.

**The Restoration of Trade Union Conditions.** By Sidney Webb. B. W. Huebsch. 109 pp. 50 cents.

Looking forward to the end of the War, Mr. Sidney Webb demands in this brochure "a new settlement of industry on a basis that will secure to the wage-earners honestly and effectively what

they have really at heart; and at the same time allow to the managers of industry that freedom of initiative and power of direction which is, whether under individualism or collectivism, indispensable to industrial progress." Such a settlement would include prevention of unemployment, maintenance of standard rates, and the granting of an industrial constitution to labor.

**Collective Bargaining in the Lithographic Industry.** By H. E. Hoagland, Ph.D. Longmans, Green & Co. 130 pp. \$1.

This monograph gives the results of one of a series of investigations made by the writer for the United States Commission on Industrial Relations. Although the lithographic industry employs a comparatively small number of men, its labor problems share with those of other industries the basic principles of wage-bargaining. These general principles can only be determined by knowing the methods used by employers and employees in many industries.

**The Theory and Practice of Scientific Management.** By C. Bertrand Thompson. Houghton Mifflin Company. 319 pp. \$1.75.

A comprehensive and yet condensed treatment of the history, methods and results of scientific management, as we know it in America to-day. One admirable feature of the work is a section of nearly 100 pages devoted to the literature of the movement, and this is supplemented by a bibliography filling 37 pages. It should not be assumed, however, that Mr. Thompson's work is a purely "bookish" discussion of the subject. He has made a personal investigation of the workings of scientific management in more than 140 industrial concerns.

**Liability and Compensation Insurance.** By Ralph H. Blanchard. D. Appleton & Co. 380 pp. \$2.

The recent introduction of new principles in American insurance legislation has made imperative the publication of such a book as this. Dealing with industrial accidents and their prevention, employers' liability, workmen's compensation, and the theory of insurance as applied to these forms of liability, the book offers a helpful survey of the general field for professional and lay students, as well as for insurance specialists.

**Fifty Years of a Civilizing Force.** By Harry Chase Brearley. Frederick A. Stokes Company. 323 pp. \$2.50.

A history and a critical examination of the work of the "National Board of Fire Underwriters." An introduction is supplied by Wilbur E. Mallalieu, general manager of the Board.

**Principles of Ocean Transportation.** By Emory R. Johnson and Grover G. Huebner. D. Appleton & Co. 513 pp. \$2.50.

This volume contains a non-technical description of ocean carriers and their services, an account of ocean conferences and agreements, an explanation of fares and rates, and a description of the principles and practices of government aid and regulation of ocean shipping. All this information is made accessible and serviceable to the general reader who would otherwise be quite at a loss to find it. The statistics are brought fully up to date by the authors, both of whom have been specialists in the field for many years. Numerous illustrations, maps and diagrams accompany the text.

**Forecasting the Yield and the Price of Cotton.** By Henry Ludwell Moore. Macmillan. 173 pp. \$2.50.

The aim of Professor Moore's thesis is to show that the changes in the cotton industry which dominate the whole economic life of our Southern Cotton Belt are so much a matter of routine that with a high degree of accuracy they admit of being predicted from natural causes. In other

words, Professor Moore has discovered an economic, corresponding with the climatic periodicity of conditions.

**Your War Taxes.** By J. Frederick Essary. Moffat, Yard & Company. 178 pp. \$1.

A useful interpretation of the law passed by Congress last autumn, together with the full text of the enactment.

**Income Tax: Law and Accounting.** By Godfrey N. Nelson. Macmillan. 364 pp. \$2.50.

A revision of this helpful manual was required by the passage of the War Revenue bill of October, 1917, as well as of various amendments to the Income Tax Act of 1916, and the present volume is the result. This is a thoroughly practical work, giving direct answers to a multitude of questions arising in connection with the application of the income-tax rules to individuals and corporations, the determination of the war excess profits tax, and various other cognate matters. The latest decisions of the Treasury Department are embodied in the text. In short, the book is a practical guide for business men, lawyers, and accountants.

## BOOKS ON PSYCHICAL RESEARCH

THE publication of Sir Oliver Lodge's "Raymond"<sup>1</sup> has given impetus to the search for substantial proof that communication with the departed is a possibility. The average person interested in the subject of psychical research has a tendency to turn away from the dicta of men of science and honest observers, to charlatanism for information, because the average persons feels that science has been unsympathetic and lacked open-mindedness in regard to this subject.

The following books are suggested for those, who because of the events of the war, or for other personal or impersonal reasons wish to obtain the most recent conclusions on this subject, and also to keep those keenly anxious for some communication with the world beyond from the mental narcotic of hocus-pocus:

"On the Threshold of the Unseen,"<sup>2</sup> by Sir William Barrett, F. R. S., with an introduction by James H. Hyslop, carefully examines the evidence for survival after death. The author's personal experiences have convinced him of supernatural phenomena, but the emphasis of the work is placed on the fact that the psychical order is not the spiritual order and must not be confounded with it. From the psychical order proceeds much that is merely external, even though it be of the unseen world. Humanity must—if it wishes to commune with the dead—learn the laws that govern the spiritual order, that which the Church calls the "communion of saints." Mediumship and its attendant phenomena are as chaff before the wind of spiritual power. Mr. Barrett calls attention to a sterling work on

these matters, "Cosmic Relations," by Henry Holt.

"Physical Investigations,"<sup>3</sup> by J. Arthur Hill, gives a verbatim record of sittings with certain well known investigators, among them the medium used by Sir Oliver Lodge, for the messages in "Raymond." Mr. Hill holds that the Self continues, that individual survival has duration as well as extent beyond the bodily manifestation; that our individual spirits may be parts of a planetary spirit energizing through the earth as we energize through our bodies. And that even in this war, we may see the will of this planetary spirit, viz., the federation of the world. He asks laymen and men of science to face away toward the unknown after the manner of William James, for in that direction lies Truth.

A vigorous argument on the opposite side of the question may be found in "The Question: If a Man Die, Shall He Live Again?"<sup>4</sup> by Edward Clodd, with a postscript by Professor H. E. Armstrong, F. R. S. Mr. Clodd holds that there has been no advance in our knowledge of conditions of existence in any after life from the dawn of thought to the present day. . . . That Spiritism is the old animism "writ large." Professor Armstrong asks investigators to follow the rules of evidence and logic in their investigations of the occult.

"The Adventure of Death,"<sup>5</sup> by Robert MacKenna, discusses death as the "great adventure," and the question of the survival of personality in a series of chapters that are prophylactic in their poise and serenity.

<sup>1</sup> Psychical Investigations. By J. Arthur Hill. Doran. 303 pp. \$2.

<sup>2</sup> The Question. By Edward Clodd. Edward J. Clode. 313 pp. \$2.

<sup>3</sup> The Adventure of Death. By Robert W. MacKenna. Putnam's. 197 pp. \$1.50.

<sup>1</sup> Raymond, Or Life and Death. By Sir Oliver Lodge. Doran. Ill. \$3.

<sup>2</sup> On the Threshold of the Unseen. By Sir William F. Barrett. Dutton. 336 pp. \$2.50.

# THE TREND OF AMERICAN POETRY AND A GROUP OF ANTHOLOGIES

TO discover the trend of an individual American poet, search out his racial strain, his cell inheritances from his forebears, measure his environment, and envision the soil that bore him. This is the method by which Amy Lowell builds her volume of constructive criticism, "Tendencies in Modern American Poetry."<sup>1</sup> The result is highly satisfactory. From a biological basis expanded in the facts of biography, one proceeds to the distinctive work of each poet with sound understanding. In an earlier volume, "Six French Poets," the work of certain French poets of the *Symboliste* and modern schools was brought forward; in the present volume Miss Lowell has analyzed and shown the diversified play of our particular nationalism through the work of six leading American poets who are each significant of a trend of contemporary verse. These poets are: Edwin Arlington Robinson, Robert Frost, Edgar Lee Masters, Carl Sandburg, "H. D.," and John Gould Fletcher. She believes that "poets are always the advance guard of literature, the advance guard of life."

Fifty years ago certain elements combined to shape the American poetry of that time—the changeful nature of the social fabric, the conditions under which people lived, the great unoccupied spaces, the constant warring and overcoming of nature, and Puritanism. It is the sweet sap of natures still under Puritanical restraint, but touched with passion and a poet's ardor, that she finds in Robinson and in Frost. The one strikes resolutely at stark truth, the other permits his nature to be a sensitive plate whereon impressions fall and are recorded with the delicacy of crystalline precipitation. "Mr. Frost," she writes, "is as New England as Burns was Scotch, Synge Irish, or Mistral Provencal."

Mr. Masters is revealed as the chief poet of our middle era, of our period of industrial and social transition. In the work of Carl Sandburg, the Chicago poet whose parent stock is Swedish, we find the vision of history that haunts modern poets, and feel with them the necessity for the revaluation of human types. The other two poets, "H. D." and John Gould Fletcher, are both Imagists; they elect to rediscover the aspects of the enfleshed beauty of the world. In them there is that sharp differentiation that heralds poetic advancement. "H. D." is the pseudonym of Hilda Doolittle, daughter of Professor Charles Doolittle, for many years director of the Flower Astronomical Observatory of the University of Philadelphia. She is the wife of the English poet, Richard Aldington. Her poems are the voices of field and forest, flower and wave re-echoing from some far off Hellenic glade, poems like delicate etchings and utterly unlike anything written by other modern poets.

John Gould Fletcher was born in Little Rock, Arkansas. He is of Scotch-Irish stock, the son of an Arkansas pioneer who came from Tennessee. His work unites unusual technic with fancifulness and extraordinary fecundity and power.

Miss Lowell's descriptive phrase is "a virtuoso of words."

No more entertaining or profitable volume of criticism for the student of American poetry is now obtainable. It is a worthy companion volume to "Six French Poets."

The yearly "Anthology of Magazine Verse,"<sup>2</sup> edited by William Stanley Braithwaite, contains a number of striking and unusual poems contrasted with much that is weak and of passing interest. It seems more uneven in quality than the collections of previous years. Mr. Braithwaite refuses to admit the latest bullitions of the poets who make sharp cleavage from the older forms as "new poetry." There is no new, no old, there is only poetry. He finds, however, that there are tendencies and "schools," a state of affairs that never happened before in the history of American poetry. Perhaps not consciously, but an examination of volumes of verse lying forgotten on library shelves will discover that even *vers libre* and polyphonic prose and imagism existed here previous to the present "schools." He notes that American poetry pictures, as contra-distinguished from the poetry of Great Britain, a "fiercer tussle with the issues of life, a vibrant sense of the destinies that envelop the mind and soul of man," and that the poets are in the van of the spiritual conflict that must make "the world safe for democracy." The welcome critical notes about the books of verse and the magazine poetry of the year accompany the text of the Anthology.

There is a great deal of genuine pleasure to be found in reading an anthology of poems of the undergraduates of eighty-two colleges and universities, "The Poets of the Future."<sup>3</sup> Here is naturally enough immaturity and echoes of the past, but also great freshness and in instances sheer perfection in line or phrase. Many poems deserve high praise for intrinsic achievement and promise for the future. Among these are "Nos Immortales," by Stephen Vincent Benet (Yale); "To Josiah Royce," by Brent Dow Allison (Harvard), and "Immortality," by M. Edward Rosenzweig (Suffolk Law School). The collection has been enthusiastically edited by Henry T. Schmitt-kind.

"The Book of New York Verse,"<sup>4</sup> edited by Hamilton Fish Armstrong, will appeal to all lovers of the great cosmopolitan center of American life. Poetry about old New York is arranged in order of events, and that of the modern city according to locality. The book is lavishly illustrated with reproductions from old engravings, fashion plates, wood cuts, and modern etchings and photographs.

"The Broadway Anthology"<sup>5</sup> contains a collection of poems from the pens of four young newspaper men—Murdoch Pemberton, Samuel Hofenstein, Walter J. Kingsley and Edward L. Ber-

<sup>1</sup> *Tendencies in Modern American Poetry*. Edited by William Stanley Braithwaite. Small Maynard. 412 pp. \$2.00.

<sup>2</sup> *The Poets of the Future*. Edited by Henry T. Schmitt-kind. Stratford Co. 320 pp. \$2.00.

<sup>3</sup> *The Book of New York Verse*. Edited by Hamilton Fish Armstrong. Putnam's. 447 pp.

<sup>4</sup> *The Broadway Anthology*. By Edward L. Bernays and others. Duffield Co. 60 pp.

<sup>1</sup> *Tendencies in Modern American Poetry*. By Amy Lowell. Macmillan. 349 pp. \$2.50.

nays. It is recommended to those who wish to study free verse forms.

Joyce Kilmer has brought together in "Dreams and Images: An Anthology of Catholic Poets,"<sup>1</sup> those poems written in English by Catholic poets since the middle of the 19th century, most pleasing to his personal taste. The result is a distinct relief from the materialistic tendencies of the new poets, a collection that has the flavor of a missal. Religious poems, love songs, and war poetry reveal the minds and hearts of men who have lived by faith. Francis Thompson, Newman, Hawker, Coventry Patmore, Hilaire Belloc, Lionel Johnson, Katherine Tynan and Alice Meynell are generously represented.

"Poems My Children Love Best of All"<sup>2</sup> brings together in one volume a great variety of poems suitable for children from six to twelve years of age. A good way to do missionary work for poetry would be to distribute this book among American children. The work of many sterling poets, old and new, is pleasingly arranged and edited by Clifton Johnson. The illustrations are by Mary Basset.

A comprehensive anthology of over 250 distinctive garden and nature poems from present-day poets has been arranged and edited by Mrs. Waldo Richards under the suggestive title, "The Melody of Earth."<sup>3</sup> The poems are grouped in sections, each one a composite poem where meter and theme flow together to form an unbroken sequence of thought. Among these companionable groupings are: "The Gardens of Yesterday," "Pastures and Hillsides," "Lovers and Roses," "The Lost Gardens of the Heart," "The Garden of Life"; (and for children) "Silver Bells and Cockle Shells." The introductory poem, "Earth," by John Hall Wheelock, admirably interprets the spirit of the volume. The deeper note is sounded in the first poem, "The Furrow," by Padraic Colum. Nearly all the younger poets in this country have contributed to this volume, and those English and Irish poets who have written of gardens and earth-magic. The aim of the anthology is to show us not alone the great beauties of nature poetry and garden lore, but how, by drawing near to earth's beauty, we shall be able to offer up to our Creator the supreme gift of Faith.

## NOVELS AND TALES OF VARIOUS PEOPLES

A SURVEY of Russian literature translated into English during the last decade will reflect the fact that a decaying nobility which obstructed the working out of the lives of the common people has been one of the destructive factors that have brought about the present chaos. The class prejudice now existing in Russia, which results at least in temporary class legislation, has a parallel in the workings of the Florentine Commune in 1293, when the Ordinances of Justice made legislation in which "nobility itself was declared to be a stain on the honor of a Florentine citizen." And it is recorded that a system much resembling the one now temporarily established in Russia, which carefully excluded the best traditionally from the service of the government, really remained a basis of Florentine political life so long as the Republic lasted.

"A Family of Noblemen,"<sup>4</sup> a striking realistic novel by the greatest of Russian satirists, Mikali Y. Saltykov, tells the story of the decay of a noble Russian family, because of their inheritance of degenerate brain and nerve cells, that yield to the promptings of baseness, and are powerless to escape the influence of heredity, education, and environment. In this novel appears one of the most famous characters in Russian fiction, Yuduska, the Russian Pecksniff. "Our immortal satirist," writes the Russian critic Skabichevsky, "stands at the very head of democratic literature. He is the pride and glory of that brilliant literary epoch, which was the epoch of Dostoevsky and Turgenev."

More redundant, but to the same moral end, is the title story of a book of Dostoevsky's short tales—"The Gambler and Other Stories,"<sup>5</sup> translated into English by Constance Garnett. The other stories, "Poor People" and "The Landlady" are among the most fascinating and least agonizing to read of the great Russian's entire work. The first is an idyl of the lowly, mostly in the form of letters, which is continually outpouring the pathos of the circumscribed lives of the poor; the second is a direct descendant of an Arabian Nights tale, and the forerunner in its enchanting unsolvability of the modern mystery yarn. One cannot forget the characters in "The Landlady." In no other Russian story can there be found such a limpid, moving expression of the terrors of sudden and exquisite love of youth and innocence.

Miguel de Cervantes wrote other novels besides "Don Quixote." "Rinconete and Cortadillo"<sup>6</sup> now fortunately rendered into English, is a whimsical picaresque story, which ranks in Spanish next in popularity to "Don Quixote." Rinconete and Cortadillo are two boys of tender age who start out on a career of thievery. They find when they attempt to practise their rogues' art in Seville, that it may not be accomplished without let or hindrance, for in that city was a kingdom of thieves, with its hierarchy and apprentices and laws that paralleled other modes of life. The creation of Monipodio, the king of thieves, and the picture of his court marks the perfection of Cervantes' gift of satire. The translation from the Spanish, the critical introduction, and copious notes are by Mariano J. Lorente. The preface has been contributed by R. B. Cunninghame Graham. Eight

<sup>1</sup> Dreams and Images. Edited by Joyce Kilmer. Boni and Liveright. 286 pp. \$1.50.

<sup>2</sup> Poems My Children Love Best of All. Edited by Clifton Johnson. Adams Noble Co. 256 pp.

<sup>3</sup> The Melody of Earth. Edited by Mrs. Waldo Richards. Houghton, Mifflin. 300 pp. \$1.50.

<sup>4</sup> A Family of Noblemen. By Mikali Y. Saltykov. Boni & Liveright. 422 pp. \$1.50.

<sup>5</sup> The Gambler and Other Stories. By Fyodor Dostoevsky. Macmillan. 312 pp. \$1.50.

<sup>6</sup> Rinconete and Cortadillo. By Miguel de Cervantes. Four Seas Co. 152 pp. \$1.50.

excellent full-page drawings by H. Atalaya, which preserve the spirit of the story to a remarkable degree, accompany the text.

In "The Modern Library," Boni and Liveright offer in the limp leather 60-cent edition, among other excellent reprints, one not sufficiently well known in this country—"A Dreamer's Tales," by Lord Dunsany. Padraic Colum writes in the preface, "Lord Dunsany is that rare creation, a fabulist. He is like a man who comes to hunters' lodges and says: 'You wonder at the moon. I will tell you how the moon was made and why' . . . Lord Dunsany would, I think, maintain that the one thing worth doing for mankind is to make their imaginations more and more exalted."

He lifts man's imagination in order to inspire him with a hostility for his own degradation, for mean cities and sordid material interests; he reminds us that the earth is plastic, that dreams can arise and shape it anew. Among these tales, there are those marvelous creations of fantasy: "Poltarnees, Beholder of the Ocean," "Bethmoora," with its lion-frightening light, "The Fall of Babbulkund," and "The Fortress Unvanquishable," Dunsany's variation of the theme of Brownings, "Childe Roland to the Dark Tower Came."

"Alas, must ye go as a dream, and depart as a vision,  
Sails of the olden sea?"

He who has not known the sea has lost the force of two-thirds of our literary imagery, and men who have not known the way of a ship in the sea have missed half the magic of the earth. "Wander-ships," folk stories of the sea, have been collected by Wilbur Bassett, Ensign U. S. N. R. F., and published with notes upon their origin. There are five stories that will serve to keep the traditions of the sea alive in the minds of men who have known only the age of steel and steam. They are "The Giant Ship," "Dahul," the Wandering Jew of the Sea, "La Belle Rosalie" (with notes

on phantom ships), "The Serpent Junk" (with notes on devil ships), and "The Stone Boat" (with notes on the death voyage).

The sweeping satire of "Gulliver's Travels" is delightfully depicted by Willy Pogany in color and pen and ink, in the new edition edited by Padraic Colum.<sup>1</sup> The facts of Swift's troubled life, and the inner meanings of this inimitable wonder-tale are cogently presented by Mr. Colum at two angles, one toward the world of human intellect, the other toward the world of human



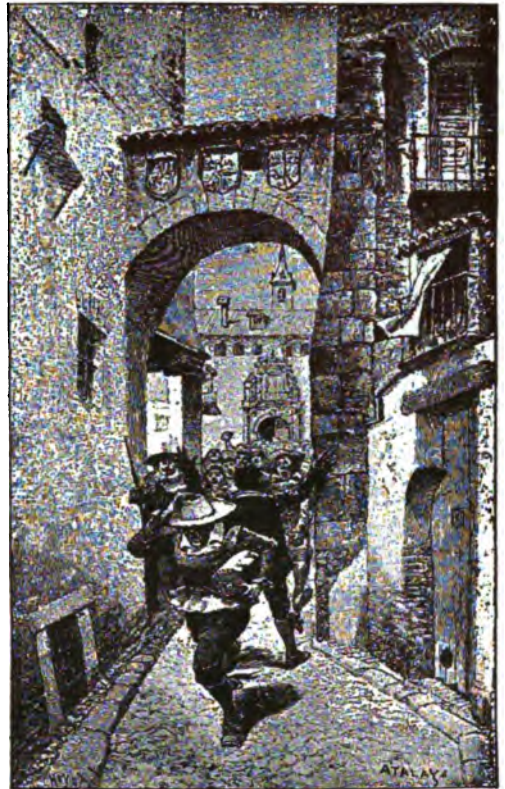
TITLE-PAGE ILLUSTRATION OF "GULLIVER"

fancy. The preface closes with the comment of Sara, Duchess of Marlborough. "Tell him

<sup>1</sup> A Dreamer's Tales. By Lord Dunsany. Boni & Liveright. 212 pp. 60 cents.

<sup>2</sup> Wander-ships. By Wilbur Bassett. Open Court Co. 132 pp.

<sup>3</sup> Gulliver's Travels. Edited by Padraic Colum. Ill. by Willy Pogany. Macmillan. 296 pp. \$2.



"THIEF! THIEF! STOP HIM! STOP HIM!"

(From "Rinconete and Cortadillo," by Cervantes)

(Swift), it is the most accurate account of kings, ministers, bishops and courts of justice that it is possible to be writ."

James Lane Allen has once again written a book that equals "A Kentucky Cardinal" in charm, distinction, and the elusive spiritual genesis peculiar to Mr. Allen's work at its best. This time it is "The Kentucky Warbler," a story, or a philosophy of life, as you choose to regard it. Part of the narrative gives the experiences in the Kentucky forests of Alexander Wilson, Paisley weaver, peddler, and school-teacher, who emigrated to America and became the pioneer American ornithologist.

As an antidote for weariness, there is nothing better than a volume which contains two stories by Henry Miller Rideout, "The Key of the Fields and Boldero." The first is a romance of three vagabonds in the South of France who dig up a Cellini platter from a Roman ruin; the second is a thrilling adventure story of the West that ends most surprisingly in London.

"Flame and the Shadow-Eater," by Henrietta Weaver, contains tales of the Far East, of India and Persia, some of which equal in beauty Bain's "Digit of the Moon." Certain tales retold from Oriental lore lose by their disguise; the author is far more effective in her original work.

<sup>4</sup> The Kentucky Warbler. By James Lane Allen. Doubleday, Page Co. 195 pp. \$1.25.

<sup>5</sup> The Key of the Fields and Boldero. By Henry Miller Rideout. Duffield Co. 375 pp. \$1.35.

<sup>6</sup> Flame and the Shadow-Eater. By Henrietta Weaver. Holt. 330 pp. \$1.40.



# FINANCIAL POSITION OF THE PUBLIC UTILITIES

THE proportions of the public-utilities industry are very little appreciated. Therefore, the measures that are required for Government financial aid have not had the support to which they are entitled.

The total bonded indebtedness of all electric light and power, street-railway, and gas companies in the United States is \$5,143,765,000. The amount of capital stock is \$6,206,878,000. This aggregate capitalization of \$11,350,000,000 compares with one of about \$17,000,000,000 covering the property costs of the steam railroads of the country. The approximate annual gross earnings of the three divisions of public-utility concerns are \$1,500,000,000, against \$4,000,000,000 for the railroads.

## *Public Utilities as Borrowers*

It has for some years been accepted as an uncontrovertible fact that the steam roads should have an annual fund available for improvements and betterments of between \$700,000,000 and \$1,000,000,000, but, as a matter of fact, it has been so difficult to obtain new capital on a reasonable basis that their actual commitments during the past six or seven years have only been from one-half to one-quarter this amount. Prior to the war public utilities were employing from \$600,000,000 to \$700,000,000 per annum for betterments and extensions. In other words, they were more active as borrowers than the steam roads, and in numerous instances they were able to obtain better terms than were available to carriers of the second- and third-credit classes.

Government aid came to the steam railroads first. There were two reasons why this should have occurred. The first was that steam transportation had everything to do with the war program, and, for various reasons, transportation was not properly functioning. The second was that the securities of the railways were very widely distributed not only among individual investors, but with the savings banks and other institutions that were permitted to hold them by legal statute. The public utility did not figure as a very considerable factor in freight

transportation, but it was related quite closely to essential industries which were dependent on it for power and light.

## *War-Time Demands for Extension*

It is estimated that 60 per cent. of industrial or factory power in the United States is provided by the public utilities. Nearly 20 per cent. of the heat required in the manufacture of open-hearth steel is provided by the electricity which these utilities supply. In every war industrial center new problems of transportation have been created. This is also true wherever the navy or the army has mobilized its forces for training or for industrial work. Consequently, extensions of traction lines have been required and new equipment and terminals have had to be provided, as 80 per cent. of the factory employees and a very large portion of men in training have been dependent on the electric street and interurban roads for their accommodation. Instead of moving 20,000,000 passengers annually, these lines are now probably being called upon to take care of an overload ranging from 15 to 25 per cent. in some localities, and in others, from 100 to 300 per cent.

## *Maturing Obligations*

If they confine themselves only to the extensions demanded by the war the public utilities this year would have to find \$200,000,000 in new capital. But, before they are able to obtain this money, the question of meeting their maturing obligations has to be settled. These maturities amount to \$225,000,000. In the first seven months of the year they were \$152,000,000, of which over one-third was represented in the six-year notes of the Brooklyn Rapid Transit Company. Like the railways the public utilities recently had been resorting to short-term financing as the most available and the least expensive method. Nearly 60 per cent. of the maturities between January and July were of this character. The situation was not unlike that which faced certain of the railways three years ago when noteholders refused again to renew maturing obligations

and receiverships were precipitated. The added danger was from the fact that all securities were "frozen up," and that, so far as the public utilities were concerned, no legal agency had been established through which they might be thawed out.

In January a concern that ordinarily had high credit was forced to pay 13½ per cent. on a two-year \$10,000,000 note issue. In other cases arrangements were made by which notes coming due were in very small part paid off and the remainder taken up in new issues which cost the borrowers as high as 8 and 9 per cent.

Since the formation of the Capital Issues Committee an improved attitude to public utilities has been indicated and the interest taken by the Secretary of the Treasury and the Comptroller of the Currency has brought from President Wilson the statement that 'it is essential that these utilities should be maintained at their maximum efficiency and that everything reasonably possible should be done with that end in view. I hope that State and local authorities, where they have not already done so will, when the facts are properly laid before them, respond promptly to the necessities of the situation.'

#### *Attitude of State Commissions*

This statement addresses itself to those authorities who have the ultimate welfare of the public utilities of the country in their hands; viz., the State commissions.

Railroad credit did not begin "to sicken and decay" until it became evident to the large banking and investment interests that the Interstate Commerce Commission had set up a permanent objection to higher rates for freight and passenger service and that it would yield very little to the evidence that operating costs of all kinds were increasing. The gap that ten years ago was so wide between the credit of the first-class railway and that of the public utility steadily narrowed as the limitation of earning power for the former was recognized and the rapidly expanding gross and net earnings of the latter became so evident in an era where the public utility accommodated the demand for services such as a nation of rapidly growing wealth required.

The fact was overlooked then that, among the State commissions, there was the same attitude to the rates which they control as was obtaining within the jurisdiction of the Interstate Commerce Commission over interstate rates. So, when the public utility had

thrust on it the burden of higher wages of employees and rapidly mounting prices for its supplies, it could not, like the industrial company, pass the new burden to the consumer unless the rate-regulating body in its political division assented to such a program.

In most cases the commission dissented. In the final quarter of 1917, influenced by advances ranging from 20 up to 350 per cent. in materials, and in wages, from 40 to 50 per cent. over the pre-war period, the increase in operating expenses was \$290,925,000, as against a gain in gross earnings of \$229,000,000. This was analogous to the situation in the railroad field. In both instances a large increase in property investment brought no correspondingly increased property return.

Tables that have been submitted to the Senate Finance Committee show that so serious had become the credit position of the public utilities as a result of the lack of co-ordination between what they were called upon to pay to produce service of various kinds and the compensation they received for this service, that a decline of 53 per cent. occurred in the value of the common stock of seventeen leading companies compared with the high level of the last five years. In money value this depreciation was \$352,653,000. This is about the same degree of deflation that took place in a similar period in steam-railroad shares.

The encouragement for the investor in public-utility preferred stocks and bonds arises from the following new influences: that of government interest which, while not so direct or compelling as with the steam railways, is strong enough to enforce the policy of defending the utility against default, and, second, the change in the attitude of the public and of the State commission toward the compensation requirements of the utility. Already a large number of State bodies have allowed increases in passenger fares from the old established rate of five to six and seven cents per trip while various rearrangements have been made which add to the earning power of the corporation generating gas or electric current for lighting purposes. These, however, do not take up the slack nor is it probable that the most generous treatment that could reasonably be expected will accomplish this, including immunity from non-essential improvements, as paving, putting wires underground, making extensions, building stations, etc.

The assistance must be chiefly on the

financial side and through the government agency. It is well, therefore, that the temper of the Government is so well attuned to this emergency. Likewise, it is encouraging to find the managers of the utilities themselves disposed to assume so large a share of the burden. They have offered to levy a tax of one-half of 1 per cent. upon their annual gross earnings (this tax would produce

\$8,000,000) to establish a guaranty fund to recoup the Government for any losses it might sustain in advancing its funds or credits to utilities. The suggestion has gone even further: that the Government, as the lender, might charge the borrower 6 per cent. against the  $4\frac{1}{2}$  per cent. at which it obtained its funds, the difference of  $1\frac{1}{2}$  per cent. being used to supplement the guaranty fund.

## INVESTORS' QUERIES AND ANSWERS

### No. 923. FUNDAMENTALS ABOUT BONDS AND STOCKS

I would like some information in regard to stocks and bonds. Are bonds of railroads, etc., free of taxes, or does the owner pay the city and state taxes on them? Is \$100 always the par value of stocks?

First, to answer your question about taxation: Under the laws of most of the States, bonds are taxable as personal property, whereas stocks are exempt. This is a general statement subject to many exceptions. For example, some of the States exempt their own bonds and the bonds of their own municipalities, as well as bonds of domestic corporations. Other States exempt only the stocks of domestic corporations, while taxing all other stocks. Again, there are some States, like Massachusetts and Wisconsin, for example, in which it is only the income from securities that is taxed, rather than the securities themselves.

Under the Federal Income Tax Law, some bonds are free of taxes, while the income from others is taxable. Those that are free include municipal bonds, as well as the bonds of the United States Government, the bonds of the various States, and the bonds of the Federal Land Banks. The income from stocks, under the Federal Income Tax Law is subject only to what is called the super-tax, which is a graduated tax levied on incomes of \$5000 and over.

No general statement can be made in regard to the par value of stocks. Some have no par value at all, while the par of others varies all the way from \$1 to \$100 per share. With bonds, the standard denomination is \$1000, but many issues are made in denominations as low as \$100, and in some cases, as with the United States Government Liberty Loan bonds, for instance, the denomination is as low as \$50.

### No. 924. A SHORT- AND LONG-TERM INVESTMENT

I have \$2000 which I would like to invest and would appreciate it if you would advise me a safe way of investing at a fairly good rate of interest.

We believe you would find it satisfactory to invest half of the fund in question in some good short-term security like the new issue of Procter & Gamble 7 per cent. notes, due serially from March 1st, 1919, to March 1st, 1923, and offered at prices to yield from  $7\frac{3}{4}$  per cent. to  $7\frac{1}{4}$  per cent.; and one-half in a long-term security, pref-

erably one of the standard, well-seasoned railroad bonds, like Illinois Central Refunding 4 per cents., due 1955, now obtainable to yield over 5 per cent. net on the investment.

The notes mentioned seem to us to be one of the best of the current offerings of that type and class of securities, and the railroad bonds mentioned are representative of a general class that are legal for the investment of savings-bank and trust funds in New York State. Such a combination as this would obviously give you a high average degree of safety, and at the same time an average rate of net income of slightly more than 6 per cent.

### No. 925. AMERICAN TELEPHONE & TELEGRAPH

Please tell me what are the outstanding issues of stocks and bonds of the American Telephone & Telegraph Company and also the present quotations of each. I understand that the common stock has greatly fallen since the war, but that it still pays 8 per cent dividend. Do you think this stock has real value behind it, and that it will come up with the general rise in prices, and also do you consider it a reasonably safe investment at present prices?

The present amount of American Telephone & Telegraph stock outstanding is approximately \$436,000,000. This stock is all of one class. It has paid regular dividends at the rate of 8 per cent. per annum since 1907, and is now quoted at about \$106 a share.

The principal bond issues of the company are \$78,000,000 collateral trust 4 per cents., due in 1929, now quoted at about 83; \$79,000,000 collateral trust 5 per cents. due in 1946, now quoted at \$94; \$2,838,000 convertible 4 per cents. due 1936, now quoted about 86; \$13,000,000 convertible  $4\frac{1}{2}$  per cents. due in 1933, now quoted at about 92; \$40,000,000 6 per cent. notes due February, 1919, now quoted at about 99; and about \$10,000,000 Western Telephone & Telegraph 5 per cents. due in 1932, assumed by the American Telephone & Telegraph Company, having no active market.

We have always thought well of the Telephone stock, and in spite of the difficulties under which the company is compelled to operate during these extraordinary times, we consider it a more or less attractive purchase at its present market price. It is not, of course, an altogether conservative investment, but it seems to be a proposition of a great deal of quality as stock investments go.

# THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

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**GENERAL FERDINAND FOCH, COMMANDER-IN-CHIEF OF THE ALLIED ARMIES IN FRANCE**

(In articles appearing in this number of the REVIEW, Mr. Léon and Mr. Simonds show the undisputed fitness of General Foch for the supreme command. He was born in the Pyrenees near the Spanish border, and is of Basque blood. He was trained in his youth as an artilleryman, and saw war in the siege of Paris in 1871. He was then in his twentieth year, having been born October 2, 1851. He is an author of famous books in military science, and for many years past has been regarded as the foremost authority among European strategists. He has great qualities of character and spirit, in addition to his proved fitness for the practical conduct of war. He has the confidence of the Allied armies as well as the Allied governments)



# THE AMERICAN REVIEW OF REVIEWS

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No. 5

## THE PROGRESS OF THE WORLD

*The Sword  
Alone Can  
Now Decide*

In the opening weeks of the year, the world was beginning to talk about the possibility of making peace before the staying hand of winter should be lifted and another terrible campaign should begin. When Colonel House returned from his mission as our Envoy Extraordinary at the Versailles conference, there was somehow set adrift a rumor that he had brought home with him the assurance of peace within a month or two. But history has taken a wholly different course. It was on February 11 that President Wilson made his address before Congress in joint session, analyzing German and Austrian peace utterances. Mr. Wilson and Mr. Lloyd George had early in January made notable addresses on the objects of the war, and the German Chancellor and Count Czernin, Austria's chief Minister, had made replies on the 24th. In the address of February 11, Mr. Wilson answered Count von Hertling and refuted his positions. Count Czernin's attitude, on the other hand, was treated as relatively reasonable and hopeful. Our readers will remember that Mr. Wilson ended his address with a statement of four essential principles, and proceeded:

A general peace erected upon such foundations can be discussed. Until such a peace can be secured, we have no choice but to go on. So far as we can judge, these principles that we regard as fundamental are already everywhere accepted as imperative, except among the spokesmen of the military and annexationist party in Germany. If they have anywhere else been rejected, the objectors have not been sufficiently numerous or influential to make their voices audible. *The tragic circumstance is that this one party in Germany is apparently willing and able to send millions of men to their death to prevent what all the world now sees to be just.*

peace, and the responsibility for the appalling slaughter of the present campaign is definitely fixed. The German military party has prolonged the struggle, and must be destroyed. Otherwise there can be no peace.

*Germany's  
New Vision  
of Empire*

Unfortunately, it has proved impossible for any large element in Germany to adhere to a set of principles as being just in themselves. When the Reichstag majority last July made its famous declaration for peace without annexations or indemnities, it looked to the rest of the world like the beginning of sanity. There seemed some possibility that there might arise in Germany a public opinion that would express itself in political action, in strikes, in refusal to vote war credits, and



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Recent disclosures have shown how anxious the Emperor of Austria was to make

AMERICA'S ANSWER TO HIS CHALLENGE  
From the *Tribune* (Chicago)

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THE FIRST ANNIVERSARY OF RUSSIAN FREEDOM  
From *De Amsterdamer* (Amsterdam)

in a triumph of the people over the militarists. But it now appears that when a Reichstag majority denounces annexations, it means merely that counsels of prudence and fear are prevailing, and does *not* mean that there has begun to assert itself a respect for other people's rights as a factor in the situation. Success seems to outweigh all scruples. When it was found that peace could be had with Russia which made possible a series of virtual annexations, or protectorates, including Finland, Livonia and Esthonia, Courland, Poland, Ukraine, Rumania—in short, a vast buffer region sweeping from the Baltic to the Black Sea and the Caspian—the Reichstag majority promptly broke to pieces. Centrists and Social Democrats alike were carried away by the iridescent dream of a Germany in control of vast new territories to be exploited, with endless natural resources in soil and minerals, and great fields of petroleum.

*The President Appeals to Force*  
April 6 was the anniversary of the entrance of the United States as a belligerent. President Wilson marked the occasion by an address which he delivered at Baltimore. This date had been fixed for the launching of a popular "drive" for obtaining sub-

scriptions to the third great war loan. Mr. Wilson's speech was as admirably poised and phrased as any of its predecessors in the memorable series that will live through the centuries as among the greatest of American state papers. He showed that the military leaders had become the masters and rulers of Germany, and that they were seeking "not justice but dominion and the unhindered execution of their own will." From their conduct in the East, Mr. Wilson justly infers that they would do the same thing with Belgium and France in the West. "If, when they have felt their check to be final, they should propose favorable and equitable terms with regard to Belgium, France and Italy, could they blame us if we concluded that they did so only to assure themselves of a free hand in Russia and the East?" Mr. Wilson in this Baltimore speech then proceeds to paint a picture of the new empire that Germany is proposing to erect out of the conquest and domination of vast regions, which would ultimately include Persia and India. He does not think that a military empire of such sweep and power could exist in the world without menace to all free peoples. He sees nothing to do, therefore, but to oppose Germany with the utmost possible mobilization of our resources for war-making. This address was read by millions of Americans and accepted as the necessary expression of the nation's will in view of all the facts. At no time had the country been so firmly united in support of the war as at the moment last month when President Wilson's address was made.

*Describing  
The Great  
Battle*

In our opening remarks last month, we made note of the great German offensive which had begun on March 21, but which we could not, of course, describe in an April number that was at that moment closing for the press. We promised, however, that Mr. Simonds, who in that issue was presenting the current views regarding the prospects of a German offensive, would in this number describe what promised to be the greatest battle in all human history. The narrative, as he presents it in thrilling pages, brings us through a month of the colossal struggle, but breaks off at the 21st of April with the episode unfinished, and both sides making superhuman efforts. Doubtless, further great battles will have been fought in the days between the closing of our forms at the printers' on the 20th of April and our publication date of May 1.

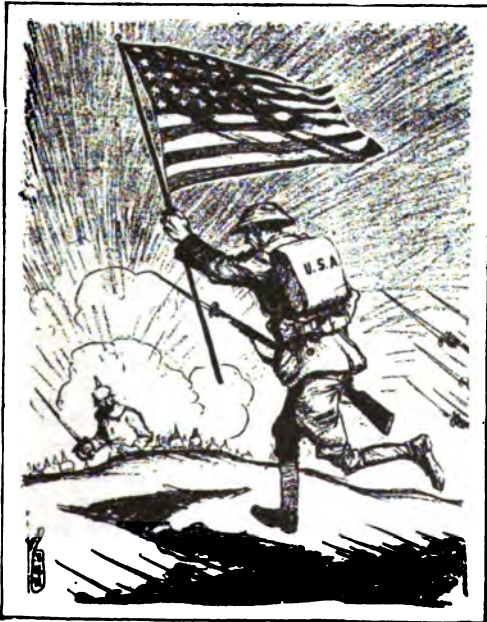
But the story of what happened in the month following March 21 can never be forgotten.

*America  
in the  
Breach*

So far as America is concerned, there seemed only one course to take; and President Wilson was fully sustained by all branches of the Government and the official services, and by the press and public sentiment, in throwing our available men and resources into the immediate support of the Allied cause. It had not been the opinion of our best army authorities that Germany would really make the threatened Western offensive. It had been believed that Hindenburg would prefer to hold the Western line defensively with limited thrusts here and there to puzzle the Allied leaders, while consolidating Russian gains, and recuperating for 1919. Furthermore, the assurances given to this country of marked Allied predominance in men, guns and aircraft on the Western front had seemed to justify the endeavor to concentrate largely on the shipbuilding and supply programs at Washington, in order to attain a maximum preparation for meeting the enemy in strength early next year.

*Our Growing  
Forces  
Abroad*

When the terrible reverses, however, of late March began to overtake the English army, there was reason enough for a revision of plans. Under the stimulus of American opinion,



"THE YANKS ARE COMING!"

• From the *Post-Intelligencer* (Seattle, Wash.)



© Underwood & Underwood

GENERAL FOCH AND GENERAL PERSHING  
(A recent snapshot in France)

the British military leaders yielded to the judgment of Mr. Lloyd George and consented to accept a unified command of the Allied armies in France. Secretary Baker was on the ground with General Pershing, and President Wilson's views were of the most positive kind. The American forces in France were tendered fully and without reserve to General Foch as Commander-in-Chief. As modern armies go, our forces were not very large; but considering the problems of time and distance, the numbers of American soldiers already on French soil were great enough to constitute a substantial accession of reserves. Furthermore, the shipping situation had improved so much that it was possible to speed up the movement of troops from our great camps and cantonments where training had been going on since last fall. It is not desirable to print figures, but it is at least permissible to recall what Secretary Baker said several months ago to the Senate Military Committee regarding the prospect of troop movements; and it is surely permissible to say that the million troops for which Allied statesmen have openly appealed to the United States will have crossed the ocean sooner than there had been reason to expect. Each month will now appreciably swell the American contingent of Foch's reserve army.





LISTEN, BUT DON'T STOP AND LOOK  
From the *Eagle* (Brooklyn, N. Y.)

*The  
Policy Must  
Succeed*

To this policy the nation is definitely committed. The one thing necessary now for every man, woman and child in America to do is to back up that policy and make it successful. To support our boys abroad we must have ships and food, munitions and clothing, artillery, aircraft and motor trucks, with many other kinds of supplies in quantities so vast that the mere statement of them would have seemed incredible a year ago. Adequate support in these ways must require a concentration of diligent effort devoted to essential things such as Americans have never known before, not even in the darkest hours of the Civil War. Vast sums of money have to be raised, and the Government is steadily improving the organization which spends the money and secures results. The private individual is obeying the call of duty when he saves his money and invests it in the Liberty Loan or the War Savings Stamps. He is rendering a real service when he follows the rules laid down—even though the rules are not all of them applicable to the whole population—regarding the use of food. It is necessary to understand that armies are helpless unless they are supported from the rear. The Russian armies failed at the outset because, when their ammunition was spent, those who should have kept them supplied had utterly

failed. Behind the German armies are such systematic efforts to create military supplies as subject the entire nation to rigid discipline. There must be no sort of idling in America; and if there can be no universal conscription of man-power for necessary work, the States themselves should follow the example of several that have taken the lead, and let no individual, young or old, rich or poor, evade the giving of his time and strength to useful service for the common cause.

*The Lines  
Are Now  
Drawn*

In the famous phrase of Grover Cleveland, it is a condition, not a theory, that confronts us. There was value at one time in trying to clarify the objects of the war. There was good reason in the American view that it was a mistake to give the German militarists ground for asserting that the Allies were really fighting for territorial conquests. But these things, however fitly they could be discussed at one time, cannot engage the public mind just now. The Germans have decided to stake everything upon a military issue, and there is no choice for the Allies except to meet their enemies on that ground. If America were fighting Germany alone, she could prepare herself deliberately, have something to say about the time and the place of conflict, and hold her own with confidence. In the long run, the United States could protect the Western Hemisphere against Germany. We could never invade German territory, neither could the Germans ever successfully invade the United States. We could create naval strength and build aircraft, so that in the long run we could meet Germany successfully on the water.

*Confidence  
in the  
Cause Itself*

But it happens that we have a much larger task than would be ours if we were fighting Germany alone. It falls to our lot to cross an ocean and take part in land warfare. In the near future, we shall have made the record of sending by far the largest military expedition that has ever in the history of the world traversed wide seas. It would be more than useless at this moment to question the wisdom of this general policy, for the one reason, if for no other, that the decisions have been made beyond recall, and are in that sense as much a part of history as the decisions of President Lincoln that determined our course in the Civil War. There is a magnificent confidence in the justice of our cause that exhibits Ameri-



SECRETARY McADOO BEGINNING THE NEW WAR LOAN DRIVE AT PHILADELPHIA

(On April 6, the anniversary of America's entry in the war, the country began to subscribe for the third Liberty Loan. Secretary of the Treasury McAdoo spoke to an immense throng in front of the City Hall, Philadelphia, where a temporary Statue of Liberty had been erected. On the left in the picture is Governor Brumbaugh, of Pennsylvania, and on the right Governor Townsend, of Delaware. With Mr. McAdoo is his little granddaughter, Miss Nona Martin)

can idealism at its best. If the wise and the prudent have had their doubts as to these larger decisions, the tendency has been to dissolve doubt in hope and pride when the courage, manliness and modesty of two million boys in the American Army and Navy have shown us the superb quality of the new generation. The country will support them fully.

*Backing  
Up  
"The Boys"*

It would seem that such young men must be invincible if given proper leadership and adequate materials. We shall build the ships and make the guns and aircraft, even though the program has been disappointingly delayed. The question of military leadership is more difficult than any other. The profession of arms has been the foremost occupation in Germany for generations, and never so cultivated as during the past half century. In England and the United States other callings have claimed most of the talent, and good Army officers have been trained in very small numbers. Thus there are in the British Empire probably twenty times as many officers now as four years ago; while in the United States the number should perhaps be multiplied by forty. This situation is advantageous to the Germans.

*The  
Question of  
Officers*

Among the Allies, the French are the nation who have long had to maintain the largest military force, and have accordingly entered the present war with the greatest number of professionally trained officers. Our own army leaders, therefore, have shown loyalty and patriotism in accepting facts as they are. They have been willing to have the American forces in France broken into small units and "brigaded" with the French and British armies, particularly with the French, where our own regimental and company officers will learn much in the school of experience while associated with the trained officers of the French army. This will result doubtless in the saving of the lives of numbers of our brave soldiers. Furthermore, we shall have many excellent officers better able to train officers and troops here at home, by reason of this willingness to merge our forces in those of our more experienced allies.

*Full  
Leadership*

When we have given freely of our young men, there is nothing else that we could be tempted to withhold. To match with their fighting spirit, we must give freely of our money and our labor. War taxes and war loans will



suffice to pay all the bills that energetic leadership at Washington may contract, and will furnish credit as needed to the Allied governments. The best business talent in the country will be at the command of the President. An example of this was given last month when Mr. Charles M. Schwab became Director-General of the shipbuilding program. Everything depends upon our building ships. The fact that the Government has been able to expand the transport service for troop movement only increases the need of new ships, because so much additional tonnage will be required to send supplies to our ever-increasing forces abroad; while the bread to feed millions of civilian mouths in Allied and friendly neutral countries must also continue to go from the United States. Mr. Edward A. Filene, the public-spirited Boston merchant who is Chairman of the Shipping Committee of the Chamber of Commerce of the United States, in a recent address made use of the following maxims about shipbuilding:

If there is one chance in one hundred that we shall be short of ships in the next six months then—

All our country's resources in men;  
All our country's resources in material;  
All of our country's resources in aiding—

Must go first of all to helping to turn out more ships in the next six months.

Because ships are the bridge over which every soldier we train, every gun we make, every bit of food we save, every supply needed to win the war must go before they can be used.

If the bridge is broken, if there are so few ships that there are gaps in the bridge, then we cannot win.

What we have undertaken to do in the building of ships has been more than once recited in these pages. New shipyards line our coasts and hundreds of vessels are going to be built. Speed in their completion, however, becomes vital.

*Mr. Schwab,  
Who  
Succeeds*

Mr. Charles M. Schwab is the best man in the United States to direct this work and obtain results. His name carries the promise of success. He tackles the job not to supersede those who were working at it, but because they themselves sought his leadership, and are remaining as his associates and helpers. Mr. Schwab is perhaps the most widely recognized industrial leader of his generation. Mr. Carnegie many years ago said that Mr. Schwab was the best expert steel maker in the country. He has built at Bethlehem a munition plant greater than that of the

Krupps at Essen. Associated with the Bethlehem plant are large shipbuilding yards, not only on the Atlantic coast, but at San Francisco. Mr. Schwab's personality is magnetic; his enthusiasm surmounts obstacles; men are glad to work with him and for him. He will know how to help the shipbuilders, in more than 130 yards, to get results. Within a week his influence began to be felt.

*Business  
Efficiency  
Gaining*

Mr. Stettinius, about whom a personal character sketch was published in this REVIEW two months ago, has been made an Assistant Secretary of War, because of his great ability in the business of obtaining war supplies, as demonstrated in his career as master buyer for the Allies, and more recently as Surveyor-General of Purchases in the War Department. The efficiency of General Goethals in the handling of supplies from the standpoint of the Quartermaster General's bureau is everywhere recognized. Admiral McGowan's foresight and ability, in his work as a business manager on the side of supplies for the Navy, has been a source of great satisfaction to Secretary Daniels, and of pride to the whole naval establishment. The new tendency towards efficiency in the business aspects of our war program has been so gratifying that it is gladly admitted by many of those who joined from a sense of public duty in the criticisms that were current several months ago.



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HON. EDWARD N. HURLEY, CHAIRMAN OF SHIPPING BOARD, AND HON. CHARLES M. SCHWAB, NEW DIRECTOR-GENERAL OF SHIPBUILDING

*The  
Aircraft  
Issue*

Apart from the delays in ship-building, those in the completion of aircraft in considerable numbers have provoked the most sweeping criticism. Perhaps the greatest mistake in the aircraft situation was the undue optimism that had been created by promises that could not be fulfilled. The moment that success on a large scale is obtained, as it certainly will be, the simple truth will accord much credit to men who are now blamed for failure. But for their great conceptions and bold initiative, the aviation program would not have come up at the time it was presented to Congress and unanimously accepted. Immense undertakings have been carried a long way. The criticism begins to be harshest at the very time when the outlook for results becomes most promising and the difficulties are being overcome. The training of aviators in this country will go forward on an increasing scale, and we shall doubtless do more than heretofore to aid in the production of battle-planes in enlarged French and British factories. Later on, we shall have many of the bombing planes to send abroad as ship space becomes available.

*The Navy  
As a Training  
School*

While it would be a great mistake to regard the submarine menace as even partially overcome, it is gratifying to know that the weekly losses of Allied ships have been showing a marked falling off. The efficiency of the American and British navies in dealing with the submarines is steadily increasing, and there are reasonable grounds for the belief that during the coming six months the situation at sea will show decided gains for the Allies, both in available tonnage and in defensive methods against German mines and torpedoes. The morale of the American Navy is deserving of great admiration. The idea of making the Navy educational—a school in discipline, character, handicrafts and general fitness—has been a favorite one with Secretary Daniels ever since he entered the Cabinet five years ago, as his annual reports bear ample witness. It has been something more than a theory, and the Navy is functioning as a great practical training system for its numerous recruits.

*Likewise,  
the  
Army*

There has been a similar spirit in the efforts of the War Department to make Army service and training a period of positive benefit to young men, rather than one of moral harm or phy-



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MR. CHARLES M. SCHWAB, NOW DIRECTOR-GENERAL  
OF THE NATIONAL SHIPBUILDING WORK

sical deterioration. Every reasonable agency that could be devised that would entertain, instruct and benefit the boys in camps and cantonments, both here and abroad, has had the heartiest encouragement of the President, Secretary Baker and all the military authorities. Not only have Red Cross activities been welcome, but such agencies as the Y. M. C. A. and the Knights of Columbus have been officially sustained. A wide range of efforts on behalf of the welfare of soldiers has been under the supervision of an official commission headed by Mr. Raymond Fosdick. The military authorities have shown an unprecedented vigor in using their emergency powers to protect soldiers from vicious and immoral surroundings. While banishing saloons and like resorts, they have done their best to create opportunities for wholesome amusement and recreation. It would be simply impossible to exaggerate the value of all this work when set in its proper relation to military training and discipline. The fighting ability of a regiment is greatly enhanced by its good spirits, physical health, and freedom from drunkenness and immorality. Music, books, athletic sports, indoor diversions—all are duly recognized by the War Department. In so far as emergency conditions permit, the Army is to be a training place for the sound and manly development of young Americans.

Dean Keppel  
in the War  
Department

While there will be many other things for a third Assistant Secretary of War to do besides act as "dean" in supervision of all these welfare agencies, it is cheering news to be assured that these things are to be given the highest official sanction by coming under the direction of one of the ministerial chiefs of the War Department. Mr. Frederick Paul Keppel, during the past year, has been serving as a confidential assistant to Secretary Baker with high approval. For a number of years he has been Dean of the undergraduates in Columbia University, New York. We are publishing in this number a page which tells of his valued work among college students, and another page on his tactful services at Washington. Hundreds of thousands of American boys now in the Army have within a very recent time been pupils in our public schools or higher institutions. That their welfare in the Army is to have a champion in a high official who has himself known thousands of American students and had their good will, must bring comfort and assurance to parents. Mr. Keppel was last month appointed by the President as an Assistant Secretary of War, and confirmed by the Senate—a well-earned recognition.

The  
Medical  
Corps

There is one branch of the Army service for which selected men taken from civil life are already prepared. Our great surgeons and our distinguished medical and health authorities on entering the Army find themselves working in their own professional sphere. They can at once apply their experience in the health administration of cities and in the carrying on of important hospitals to the care and control of infectious diseases, and to the general and individual maintenance of physical stamina, among the troops. From having only four or five hundred Army surgeons not so long ago, we have expanded the service to a force of almost 20,000, of whom more than 15,000 a few weeks ago were officers on active duty. These include many hundreds of the most capable and distinguished surgeons and practitioners of the country. They have not entered the Army to engage in a new profession, but to employ knowledge and skill along the lines of their life work. Many of these men are known not only throughout the United States, but among the leaders of their profession in all European countries. Some of them are teaching the surgeons of England and France many new and im-



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MAJOR-GENERAL WILLIAM C. GORGAS, SURGEON-GENERAL OF THE UNITED STATES ARMY

proved methods. This is the one part of our Army that is already highly trained and proficient in its own specialty, and not surpassed.

Growth  
of the  
Service

Besides the active medical officers, who will soon number more than 20,000, there are in the medical department already more than 40,000 nurses and aids, and 200,000 enlisted men. Moreover, during periods of illness and treatment the doctors are in command of the sick and wounded; and in so large an army as ours has grown to be, those under medical care must always be a considerable number. One does not like to estimate how many of these men the Army Medical Department may soon have to accept. What we do know is that this branch of the military service is going to spare no effort to heal the sick and restore the wounded. Most of these thousands of doctors are making personal sacrifices in leaving their homes and professional business, and accepting the small pay that the Government provides. There is no future in the army for them, and when the war is over, they must try to re-establish themselves; and this will in many cases be difficult. Great work has been done by men like Dr. Franklin H. Martin and Dr. Charles H. Mayo in assisting Surgeon-General Gorgas to build up the immense Medical Reserve Corps.

*Medical  
Rank and  
Authority*

The precise technical and military merits of the controversy among the Army heads regarding the rank and authority that ought to be accorded to the medical officers are not widely understood by laymen. We shall not attempt to discuss them, and we are sure that there is no conscious desire in high quarters at Washington to deprive our Medical Corps of the kind of recognition that the French and British armies bestow upon men of like importance. There is doubtless a solution of the controversy that will meet the best interests of the Army; and this is all that the friends and supporters of the Medical Corps would desire. Their object undoubtedly is to see that in their own strictly professional work they are not hampered any more than the board of health in a city administration is hampered in its essential sphere by the police department or any other jurisdiction. It is the more important that American medical officers be given ample authority, because, of necessity, we have had to create vast numbers of new and inexperienced line officers.

*Educating for  
a Solid  
Nation*

Early in April there was held an "Americanization Conference" in Washington, to promote the best means for unifying the nation through education in citizenship, and in such fundamental things as the common use of the English language. Many Governors were present, and a fresh impulse was given to the efforts of those who are working to amalgamate our foreign elements and elevate the quality of our citizenship. Secretary Lane, in a brilliant speech before the members of this conference, said:

We are trying a great experiment in the United States. Can we gather together people of different races, creeds, conditions, and aspirations who can be merged into one? If we cannot do this, we will fail; indeed, we have already failed. If we do this, we will produce the greatest of all nations, and a new race that will long hold a compelling place in the world.

Mr. Lane's analysis disclosed the fact that our system of universal education is not yet thorough, and that the draft brings into the army a good many men who cannot read English or understand the orders. He looked forward to success under General Foch's leadership with America's aid, and believed that the reactions of war upon our national life would be uplifting. He advocates western land improvement for soldiers.

*Our  
Patriotic  
Indians*

In the Civil War period, the American Indian was a serious problem. There was a Sioux uprising in Minnesota, and there were troubles elsewhere in the West. In the years following '65 there were some bloody encounters in which old army officers who are still living participated. A gratifying change has come about in our treatment of the Indians,



HON. CATO SELLS  
(Indian Commissioner)

and in their attitude towards the Government. Some thousands of Indians are in the present army, and many thousands of them are fully incorporated into the body of American citizenship. Elsewhere in this number we print an encouraging statement regarding the Indian situation from the Hon. Cato Sells, who has for five years, in the office of Indian Commissioner, done

so much to give effect to a new and a better policy in dealing with Indian affairs.

*Porto Rico  
Loyal and  
Contented*

We are also publishing (from the pen of a Porto Rican, Mr. Emilio J. Pasarell) a fine expression of the good feeling towards the United States that prevails in the populous island to whose people last year we accorded in simple justice the privileges of full American citizenship. The Porto Ricans are a very old Spanish community; but they are now learning English with avidity through their improved schools. The new Porto Rican university can be made to play a great part in the growing intercourse between North America and South America. Many of its students can be sent for a time to our institutions in the United States, while in turn it will become possible to send young Americans to San Juan for instruction in the Spanish language and literature, and in the history and institutions of Latin America. It will be desirable to give special training to young Porto Ricans for our consular and diplomatic services, and to utilize them increasingly in our governmental and commercial intercourse with South America. Porto Rico's best period is beginning.

*As to the  
Overman  
Bill*

In times of great emergency many decisions can be taken successfully which in ordinary times might lag for decades or for generations. We are rapidly reconstructing the agencies of government, in order that common aims and purposes may be served and essential things put first. We shall emerge into the forthcoming period of peace and reconstruction with a mechanism of national administration too much altered to be changed back. We shall not return to the conditions which had previously existed in our institutions of government and politics. For fully thirty-five years President Wilson has advocated, for the sake of efficiency, a different kind of relationship between the executive and legislative branches. He has done much already to prepare the way for a change. He appears at the Capitol and addresses Congress in his own person. He visits the President's room in the Senate wing, and meets law-makers on public business. He formulates Administration policies involving legislation, and gives them something of the effect of Government bills in Parliament. He has lately been seeking to have the Overman bill passed, which would give the President authority to rearrange the departments and bureaus of administration, so that the executive power might be wielded in the most direct ways, and not obstructed by cumbersome machinery which is found to work badly, but which has been set up from time to time by statutes and cannot be re-arranged by the superintendent of the shop without the consent of the board of directors.

*"Making  
Democracy  
Efficient"*

It is objected by many able and intelligent Senators and Representatives in Congress that the President might make this or that sweeping change if the Overman bill became a law. But why should he not do so? The most unusual and striking argument for the Overman bill that we have read is presented in this number of the REVIEW by Dr. Frederick A. Cleveland. We have no man who is a higher authority on budgetary procedure, and no abler student of all that pertains to efficiency in public administration than Dr. Cleveland. His scientific and practical work has had such high recognition that it needs no endorsement. In this article, Dr. Cleveland endeavors to show that if the Overman bill were passed—especially with a simple amendment or two before the final vote—it would enable the President to give us in

effect that very kind of coöperation between the executive and the law-making branches that he has always believed to be necessary for good results. Dr. Cleveland thinks that the Overman bill would not merely strengthen the hand of the President and his Cabinet, but would also serve to enhance the importance of Congress, while advancing us many long steps in the direction of the kind of government that would give leadership its full opportunity, while preserving the principle of democratic control. Thus, without constitutional amendments, the supreme demands of the war period for unimpeded efficiency may give us—to our permanent benefit—a much better working system of government. Let us try the experiment of adopting strong executive leadership, at once efficient and safeguarded.

*Settling the  
Irish  
Question*

Our friends in the United Kingdom, engaged in the greatest military struggle of their history, have also been showing a new spirit of unity and a disposition to settle, out of hand, questions of long dispute. First of these is the Irish question. Disasters in France made the so-called "man-power bill" that had been pending in Parliament for some time a matter of life and death urgency. The armies have had to be maintained by calling to the service men whose labor in mines and workshops had heretofore been regarded as essential. On April 9, Mr. Lloyd George announced that the bill would be so amended as to extend conscription to Ireland. This proposal met with bitter and threatening opposition from the Irish Nationalist members of the House of Commons, and from influential quarters in Ireland. Many Englishmen thought it unwise; but the proposal was upheld by a great majority in the Commons. Sons of Irishmen in the United States have a great place in our new army, and are not able to say why Irishmen in the United Kingdom should not fight on the same terms as Scotchmen, Englishmen, and Welshmen. It was plain, however, that Mr. Lloyd George would not stop with Irish conscription. He was determined to give Ireland Home Rule without further dallying and regardless of the opposition of Ulster.

*Home Rule  
Follows  
Conscription*

In both measures the Prime Minister had felt his ground and knew where he stood. Sir Edward Carson, declaring that at least the German menace was a much worse thing





JOSEPH DEVLIN



SIR HORACE PLUNKETT



JOHN DILLON



CAPT. WM. A. REDMOND

(Of these four prominent Irish leaders, Sir Horace Plunkett has served as Chairman of the Irish Convention, and Mr. John Dillon is successor of the late John Redmond, as leader of the Nationalist Party. Joseph Devlin is a conspicuous member of Parliament, and Captain Redmond has been chosen to fill the seat of his father in the House of Commons)

than Irish Home Rule, yielded his former position without altering his views. Life-long opponents of Home Rule who are Mr. Lloyd George's colleagues in the present Coalition Ministry also accepted the situation and helped in good faith to draw up the bill. It was announced that the Cabinet would resign if the House of Lords obstructed and delayed the passage of Home Rule for Ireland. It was expected that the new bill would differ in various ways from the Home Rule act which had been passed four years ago, but which was suspended and did not go into effect on account of the great war and the attitude of Ulster. The Irish Convention, which had been sitting for so many months behind closed doors under the chairmanship of Sir Horace Plunkett, had not been able to agree. A large majority had made a report advocating Home Rule. A minority, mostly of Ulstermen, had made a separate report. There were differences on the subject of finances and on the question of a separate system of customs, or import taxes.

#### *Recognizing Outside Sentiment*

It is probable that the bill to be adopted will recognize the federal principle. It is surmised that there may, at some time in the future, be a Scotch Home-Rule government for strictly Scotch affairs, another for English affairs, and perhaps one for Wales, so that the present government at Westminster might become a general and imperial one, including representation from the overseas dominions. But these further developments are not for the present. The immediate problem is to produce contentment and re-

store normal conditions in Ireland. Mr. Lloyd George spoke very strongly of the Irish question as affecting American opinion. He was careful to make it clear that there was no interference on the part of the American Government with any phase of British or United Kingdom politics. But since America was coming so strongly to the aid of Britain, he thought it right that Americans should have evidence that every possible effort was being made to reconcile Ireland.

#### *British Endurance*

It was plain that one full month of the German offensive, with its series of British defeats and of German victories for which school holidays were declared in Prussia, had done more to create the spirit of victory in the British Empire than anything else that had happened in four years. To be sure, there were alternations of hope and despondency as the loss of one strategic point or strip of fighting ground followed another. But giving ground and maintaining the fighting line was good strategy, at least up to a certain point. The question of British man-power, and the puzzling inquiries regarding official assurances that had previously been given us as to the numerical superiority of the British armies, in a crisis like this become primarily matters for the British themselves to discuss. The courage of the British fighting men, privates and officers alike, cannot be exaggerated. Since at last unity of military command has been attained, this is not the time to express vain regrets that so necessary a step could not have been taken two years sooner. The obstacles were not slight.

*Unifying  
the Home  
Control*

Both Mr. Simonds and Mr. Maurice Léon, in this number of the REVIEW, accord high and just praise to General Foch as a leader and strategist acceptable to the armies themselves, and trusted by the Allied governments. Foch seems to have some of the qualities of Robert E. Lee and some of those of U. S. Grant. It was inevitable that there should have been certain changes in British ministerial and military leadership. The crisis seems to have strengthened Mr. Lloyd George, and to have brought out his best qualities. It has enabled him to do several things of importance that national conservatism or prejudice had prevented his doing in less critical times. Among the political changes to be noted is the sending of the Earl of Derby to Paris as Ambassador, and the transferring of Lord Milner from the War Cabinet to the post of War Minister left vacant by the transfer of Derby. Milner has the reputation in England of being a great administrator, and they call him a "Prussian"—not in motive or spirit, but in his passion for systematic efficiency in government work. Mr. Austen Chamberlain becomes a member of the War Cabinet. Various changes, particularly the removal of Lord Derby from the War Office at this moment, are to be understood as moves in the direction of a more thorough support of the policy of putting British military resources at the command of General Foch. It is understood that the recent Secretary of War had supported the late Chief of Staff, General Sir William Robertson, in opposing Premier Lloyd George's policy of complete unity of military command in France.

*Reserves  
Beginning to  
Count*

With the beginning of the second month of this great offensive on the Western Front, the war reaches its climax in a matching, between the two contesting groups, of their reserve strength. The terrible offensives of the first month had cost the Germans heavily. They were able to pour fresh troops in constantly, massing them in such a way that the English could not assemble equal forces at the main points of attack. But through the terrible pounding the British never quailed; and at the end of a month there began to appear something like a restoration of balance. As Mr. Simonds explains, however, the third great phase of the German offensive was soon to begin, and it promised to be the most desperate of all.

*Italians  
Also in  
France*

It was therefore encouraging to note the splendid spirit with which all of the Allies were rising to the emergency. Thus, the following announcement by the Premier of Italy, Dr. Vittorio Orlando, in the Chamber of Deputies at Rome on April 18 was received with great acclaim:

Italy, which follows with admiration the heroic efforts of the Anglo-French troops on the western front, could not remain absent from the battle-fields of France. She wishes to bring her allies tangible proof of solidarity, and very soon the colors of Italian régiments will fly over the fields of Picardy beside those of the French, British, American, Belgian and Portuguese, thus sealing the union which exists between the allied peoples and governments.

Italy recovered her morale when French and English troops, with artillery, came promptly to her aid last fall, stemming the Austro-Germans on the Piave. Though still short of artillery, Italy has large numbers of trained men, and it is man-power that is most needed in France. Our map (on facing page) showing the whole of France and the fringes of adjacent countries, makes it easy to see how, with the railroad facilities existing, troops can readily be sent from Turin and points in Northern Italy to distributing points in France like Lyons. A million trained troops from Italy could be moved to the battle-fronts in France more quickly than American troops from most of our camps and cantonments could be brought to the Atlantic seaboard for embarkation.

*Ireland  
and  
America*

Nevertheless, our troops are moving, too; and if the Anglo-French strength holds through the month of May, it is permissible to believe that the forces under General Foch will have decided advantage in numbers, even as they are likely to have great superiority in morale. It is perhaps well that the long-smoldering troubles in Ireland should come to a sharp crisis. We are not prepared to believe that with Home Rule granted, and the actual draft enforcement postponed till midsummer or later, the resistance can take the form of rebellion. It is Ireland's great opportunity to join hands not only with England, but also with America, France, Italy, Belgium, and Serbia in a fight for liberty. John Redmond's spirit in supporting the larger cause was sure to have won for Ireland all that was valuable in her local demands. Perhaps Ireland needs persuasion more than she needs coercion. General French, in com-

mand of the British home troops, was sent across the Irish Channel late in April to head the forces that are there to overawe those threatening to rebel. Why would it not be a good plan to disembark 40,000 American soldiers at Queenstown, and distribute them for a short time throughout southern, western, and central Ireland, where they could help in recruiting and do much to bring about a better feeling? There is sympathy for Ireland in America; but it is the overwhelming American opinion that Ireland, for her own best future, must think less of her traditional grievances just now, and give hearty support to the Allied cause.

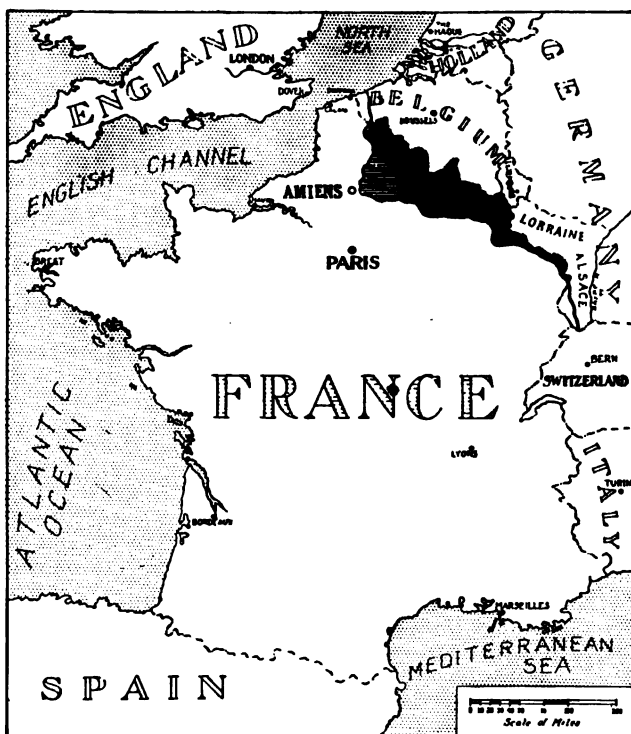
#### *Quiescence in the East*

The temporary relief that has come to Austria and Germany from peace with Russia and Rumania must not be underestimated. Russia had indeed lost millions of men in the war; but not without having inflicted terrible losses upon the armies of the Dual Monarchy. Apparently Austria has already been obtaining a certain amount of cereal food from the Ukraine. Germany's military-commercial system is grasping control of agricultural and other resources in Rumania, especially the petroleum output. There is friction between Bulgaria and her allies over territorial adjustments in the fertile area between the Danube and the Black Sea known as the Dobrudja. Tranquillity in all of these realms in the East is, in our opinion, only momentary under German mastery. But this transient peace is what gives Germany a chance to make her supreme effort in France. Political disturbances and official changes in Austria-Hungary have been numerous and significant.

#### *Finland's Ambitions*

Great attention during the past month has been drawn to affairs in Finland. The Reds (or Bolsheviks) have been crushed by the Whites, who are in alliance with Germany; and large German forces are at the Finnish capital, Helsingfors. Finland seems to have decided definitely to cast in her future with Germany as a protectorate or a

subordinate country; and as a reward for this position, she hopes to receive territorial gains, not slight, but extended. The flaring up of Finnish ambition is amazing. Thus, the Finns are proposing to take from Norway the Arctic province known as Finmarken. They aspire to that part of Russian Lapland that comprises the Kola Peninsula, which is almost surrounded by the Arctic Ocean and the inland sweep of the White Sea. They propose to have the district comprising a part of the province of Olonetz, stretching along the eastern boundary of Finland between St. Petersburg and the White Sea. It is said that they have even gone so far as to hope that Germany will let them have St. Petersburg itself. It remains to be seen whether the Black Sea, the Gulf of Bothnia, and the Gulf of Finland are to pass under the control of Germany, or whether the Scandinavian countries and Russia are to have at least equal rights in these waters that are so essential to their political independence and to their commercial welfare. It may appear that Finland is too ready to stake everything upon the view that Germany's domination is permanent.



(On this map, the black strip shows the part of France that the Germans occupied at the beginning of the present offensive. The lighter shaded spot to westward shows the drive approaching Amiens, and the smaller area to the north is near Ypres)



A VIEW FROM A HIGH POINT SHOWING A PART OF THE FINNISH CAPITAL CITY OF HELSINGFORS

*Plight  
of the  
Neutrals*

There is, of course, no doubt as to the disagreeable plight in which Finland found itself after the earlier and more hopeful phases of the Russian Revolution. Finland, like the Ukraine, wanted independence and civil order, and was too well educated to accept Leninism and the rule of the Soviets. The small neutral countries that would like to assert themselves against Prussian militarism are nevertheless in a dire predicament. It is said that in Norway they have been feeding a mixture of wood pulp and dry fish to the cattle for lack of fodder; and now the cattle are being slaughtered because the pastures must be devoted to raising rye and potatoes for human food. The Dutch Government and people have taken the decisions of President Wilson and the British Government respecting the use of Holland's merchant ships in a spirit of petulance that may be excused on the ground of the long-continued pressure to which Holland has been subjected by Germany. It is reasonable to say that we cannot spare breadstuffs to Holland in these times unless Dutch shipping can be made to render us some reciprocal service, not belligerent in its nature. Unfortunately for the wealthy but hungry Netherlands, Germany tells them that they can not do business on reasonable terms with England and America, unless they take the risk of having their ships and food cargoes torpedoed. The tendency to come under full German influence has been increasing in Sweden. Germany has been paying well for Swedish iron ores, Denmark's situation is exceedingly precari-

ous. Spain is still a battle-ground of rival propaganda. Switzerland carries burdens of anxiety with unfailing spirit.

*America  
and  
Japan*

Every month we understand better the extent to which German diplomacy had for a number of years been endeavoring to create animosity between the United States and Japan. Even now those poisonous influences are at work trying to make the United States believe that Japan has an understanding with Germany by which she may seize and keep a large part of Eastern Siberia, while Germany exploits Russia and great portions of Asia. The cartoon (see next page) from a paper published in the German language in Switzerland carries this sort of suggestion. It is our opinion that Japan has a mission to perform on the continent of Asia, and that it is no more our duty to discourage Japan's destined work in the Eastern world than it has been at any time the business of Japan to look askance at our progress and development in the Western Hemisphere. We in America are friendly to the people of China, and do not believe that they will fail to assume full and unquestioned control of their own territories and resources. As neighbors, the Japanese and Chinese must adjust all differences and go forward in harmony. Count Ishii's arrival as Ambassador brings to Washington a statesman for whom we in America have an exceptionally high regard. Japan's services to the cause of the Allies have been greater and more varied than is commonly known.



*American  
Propaganda*

It has been no easy task to offset in the Latin-American countries, whose real interests are bound up with our own, the insidious and persevering work of German agents. In Mexico, in Argentina, in Chile, and elsewhere, the influences inspired by Germany against the United States have been too harmful to be disregarded. It is not the policy of the United States to oppose such things by German methods. American propaganda is frank and open. A good deal of this honorable kind of missionary work has been done through the Public Information Bureau at Washington. That agency has carried on a variety of undertakings, and it has engaged the efforts of a large number of men who are making sacrifices to put their talents at the services of the country. Allusions last month made references to "tons of George Creel's literature in the mails" as a matter of reproach. When the Bureau was established, with Mr. Creel as civilian chairman and a committee of cabinet members controlling it, there was fear lest it might assume an attitude restrictive of the proper freedom of the press. It has proved, on the contrary, to be a supporter of the rights of the press, and it has done much to promote a policy of publicity as against one of undue official secretiveness.

*A  
Useful  
Bureau*

This Bureau has been an agency for arousing patriotism, through an army of lecturers, through moving pictures, and in divers other ways. Its pamphlet publications have been of immense interest and value. It would have been impossible for any man accepting so difficult a post as that which was assigned to Mr.

Creel to escape criticism and attack, especially, if through any seeming inadvertence on his part there might appear a favorable opportunity to make political capital. Mr. Creel the other day referred to the recent unpreparedness of the United States as affording convincing proof that, with all our superiority of resources, we were wholly without aggressive plans or aims. A misquotation of one single sentence in a rousing patriotic speech, caused much needless agitation. This REVIEW has stood consistently through a number of years for immense naval development, universal military training, and a rounded state of preparedness for what might happen in a world-period of menacing unrest. But the country as a whole did not accept our views. Mr. Creel as a journalist was evidently an exponent of the feeling of the great American majority which, up to a certain time, thought our influence in the world was better without military preparation than with it. Meanwhile, the Bureau of Public Information, under his guidance has done its full share in arousing the country to its present mood of vigorous action, and full war preparedness.

*Labor and the  
Patriotic  
Spirit*

The most delicate and difficult problem that the country has had to meet thus far is wrapped up in the single word "labor." Most of the leaders of organized labor have been patriotic in spirit, while tactful in their methods. They have understood the restlessness of the workers under hard conditions of living, and have not believed in restricting the ordinary freedom of associated men to make demands and to resort to strikes. Gradually, however, the atmosphere of patriotism is permeating

the relations of capital and labor, and the danger of strikes and lockouts in essential industries like shipbuilding seems to be overcome. A kind of supreme court of adjustment for labor questions in war industries has been established, ex-President Taft being the member-in-chief on behalf of the employers, and Mr. Frank Walsh the special representative chosen on behalf of labor. Mr. Schwab's great experience in these matters and his popularity with the many thousands of men in the various plants controlled by the Bethlehem Steel Company, including im-



## JAPAN AND GERMANY IN THE FAR EAST

"See! The Jap stretches his hand towards Siberia!"

"Foolish thought! He simply wants to shake hands with the German."

From *Nebelspalter* (published in German at Zurich, Switzerland)  
May—2





THE NATIONAL WAR LABOR BOARD, FOR THE SETTLEMENT OF CAPITAL AND LABOR QUESTIONS IN WAR INDUSTRIES

(Mr. Taft was selected as chief representative of employers, and Mr. Walsh as the chief representative of labor. The other members are well-known men, some of the employing class and others labor leaders. From left to right, in the illustration, are: B. L. Worden, W. H. VanDervoort, Loyall A. Osborne, L. F. Loree, Frank J. Hayes, T. A. Rickert, William L. Hutcheson, William H. Taft, Secretary of Labor Wilson, C. E. Michael, Frank P. Walsh, and Victor A. Olander)

mense shipyards, make his appointment as Director-General of Shipbuilding a fortunate thing from the standpoint of efficient labor in the most vital of all the industries. There are proposals afoot to register every man between the ages of 18 and 50 and make millions available for war service. Such a plan has value, but it could not be administered by the army. Civilian authorities should sort out the citizens and assign them to their tasks; and this should apply also, as it now does in part through the local exemption boards, to the selection of men for military training and service. We have always believed that the principle of the selective draft should have very much larger and broader application.

*Waterways  
to be  
Utilized*

The unifying of transportation agencies goes on apace. A fresh evidence of Mr. McAdoo's brilliancy in making quick and sagacious decisions was given last month when it was decided that the Government would construct and operate an immense fleet of barges on the New York canals. At an outlay equal to about half the cost of the Panama Canal, the State of New York is just now completing (as recent articles in this magazine have set forth) the deepened and widened water communications, chiefly the Erie Canal, which connect the great lake system with the Hudson River and the Atlantic Ocean.

There was a time when American canals played a great part in the upbuilding of the country. Then came the railroads, and their enterprise put the canals out of business. But now traffic has so grown that waterways and railroads must be used together. The rivalry has ceased; and much of the money heretofore spent for river, harbor, and canal improvements will now find its justification. Mr. McAdoo, Mr. John Skelton Williams, and the other heads of railway management



A PEACE WITHOUT ANNEXATIONS AND INDEMNITIES  
From the *World* (New York)

and finance, are surrounding themselves with men of experience, skill and high standing in the world of transportation affairs, and the outlook is hopeful from all standpoints.

*The War  
Finance  
Corporation*

On April 5, President Wilson signed the bill creating the War Finance Corporation. The new institution is one of the most interesting and stupendous experiments in the history of American finance. It is avowedly an emergency war measure. At the very juncture when, in response to war demands, our railroads had to carry immensely increased quantities of freight, our steel and other factories are having suddenly to double their production, and when our coal, copper and other mines are called on for vastly increased activity—the Government itself must take many billions of dollars for its war loans. In other words, just at the time when an exceptional need for current working capital for industrial operations is caused by the feverish productive activities of war, it becomes almost impossible for thousands of concerns to get the money or credit necessary for their larger operations because the Government is practically monopolizing money and credit in floating its Liberty Loans. To remedy this serious situation, to see that any bank or railroad or industrial concern whose operations are of value, directly or indirectly, in the conduct of the war, may get the money or credit it actually needs—is the function of the War Finance Corporation. Its emergency nature is shown in the provisions for its being, which give it a maximum life of ten years but prohibit it from exercising functions other than liquidation after six months following the war's end.

*The Structure  
of the  
Corporation*

The five directors of the War Finance Corporation include the Secretary of the Treasury. The Capital Issues Committee is to be composed of seven members appointed by the President, with the consent of the Senate. Three of them must be members of the Federal Reserve Board, and none of them, or any officer or employee, can take part in the determination of any question affecting his personal interests. The capital stock is \$500,000,000 and the Corporation is empowered to issue a maximum of three billion dollars in bonds, maturing in not less than one year nor more than five years from the date of issue. The Administration had asked for a maximum bond authorization



Clinedinst, Washington, D. C.

*HON. JOHN SKELTON WILLIAMS, OF VIRGINIA*

(Mr. Williams for the past five years has been Controller of the Currency, and is a member of the Federal Reserve Board. He is now at the head of government railroad finance under Mr. McAdoo, and one of the most important and successful of war-period officials)

of four billion dollars, and the House, with the fear of inflation before it, had cut the amount down to two billion, the final arrangement being an even compromise.

*What the  
Corporation  
Can Do*

The new institution can make advances for not more than five years to any bank or trust company which has loaned money to an established business whose operations are considered valuable from the standpoint of the prosecution of the war. Such a loan to a banking institution is limited to 75 per cent. of the original loan made by it to the business. The War Finance Corporation gets the collateral that the banker had received from the business and also gets the endorsement of the banker. Or, the full amount of the loan can be obtained from the Corporation if the banker furnishes approved collateral equal to 133 per cent. of the amount advanced. The Corporation can also help savings banks, commercial banks, building and loan associations, with loans running not over one year if 133 per cent. of collateral is furnished. Finally, the Corporation can make direct loans for periods of five years or less to any private borrower who has not been able to obtain funds on reasonable terms through the ordinary chan-

nels. In such special cases, the loans must be secured by 125 per cent. of collateral. That the Corporation may become an important factor in stabilizing the market for United States Government bonds is suggested by the grant to it of power to subscribe for and deal in all classes of our Government bonds issued subsequent to September 24, 1917.

*The Capital  
Issues  
Committee*

The four members of the Capital Issues Committee who are not on the Federal Reserve Board are to receive \$7,500 a year, and the President is given authority to appoint the first chairman and remove any member. The Committee is to have its principal office in Washington but may meet in other places. The highly important function of this Committee is to pass on new offerings of securities. No person or firm or corporation can raise money by the offer of securities having a par value of more than \$100,000 without the approval of this Committee, given after consideration of the matter from the standpoint of the war needs of the country. Railroads are excepted from this censorship of capital issues, nor does it apply to refunding operations.

*Wage Increases  
in Oil and  
Steel*

A striking suggestion of the increased need for working capital in war times, even in transacting a level amount of business, is given in the record of wage increases in the great basic industries. The United States Steel Corporation announced a 15 per cent. wage increase, effective April 15. The steel worker is receiving today 188 per cent. more than came to him for the same kind of work in 1898. This increase of 15 per cent. follows five 10 per cent. advances made by the Steel Corporation since the war began. There also came in April a 10 per cent. wage increase for practically all of the 30,000 employees of the Standard Oil Company of New Jersey. Including this latest change, the Standard Oil Company has given total wage increases of 79 per cent. in the last two years and a half, and a total increase for common labor of 98 per cent.

*Tax Totals  
an Agreeable  
Surprise*

Preliminary reports from revenue collectors, received by the middle of April, indicate that the Government will receive from its levies of income and excess-profits taxes for the year 1917 very much more than Congress and the Treasury Department had estimated as

a probable result. This amount had been figured at \$2,500,000,000 for income and excess-profits taxes combined. Estimates now run as high as \$4,000,000,000. If the final results show that the Government will receive anything like the larger sum, it is understood the Treasury may reconcile itself to a plan for payment of the taxes in installments instead of in a lump sum on June 15. The success of the Third Liberty Loan will also have a bearing on this question, which is of anxious interest to thousands of business concerns. It seems probable now that the Internal Revenue Bureau will have to examine and check no less than twelve million separate tax returns, divided into approximately six million ordinary income reports and six million excess-profits and other tax returns. On April 2 it was announced that Commissioner Roper, of the Internal Revenue Department, had appointed, with the approval of Secretary McAdoo, a board of excess-profits tax reviewers with Dr. T. S. Adams of Yale University as chairman, to aid the Bureau in administering the excess-profits provisions of the War Revenue Act.

*The Third  
Liberty Loan  
Afloat*

On April 6 the campaign for subscriptions to the third Liberty Loan began with tremendous enthusiasm. Subscriptions of the first week of the "drive" magnificently surpassed the results of the corresponding stages of the preceding loans. Toward the middle of the month allotted to the campaign the subscription totals reported were not so favorable, but it is usual for some phase of such an effort to show a certain lag, and there can be no doubt that the loan will be splendidly successful in a heavy oversubscription within the four weeks set for its flotation. Certainly the spirit of the country has never before been more thoroughly or universally aroused. It is true that an obligation of the United States paying  $4\frac{1}{4}$  per cent. and running for ten years is worthy of enthusiasm simply from an investment point of view; but the nation would evidently have risen to the occasion if the investment return had been much below, instead of above, an attractive income basis. Bankers, professional men, women and school boys have thrown themselves into the work of "backing up our boys in France"; hundreds of thousands of citizens have dropped everything to do their part in making the loan truly the affair of the whole nation.





Photograph by Western Newspaper Union

THE RUINS OF YPRES, ONE OF THE IMMEDIATE OBJECTIVE POINTS IN THE GREAT GERMAN ATTACK

## RECORD OF EVENTS IN THE WAR

(From March 21 to April 20, 1918)

### *The Last Part of March*

March 21.—The most stupendous attack of the war is begun by the Germans, against fifty miles of the British and French line in France—from Arras to La Fère.

The British Admiralty publishes its record of merchant ships sunk to the end of 1917; British ships, 7,079,492 tons; total ships, 11,827,572 tons; new shipping amounted to only 6,606,275 tons.

March 23.—Paris is bombarded by long-range guns behind the German lines, from a distance of more than seventy miles.

March 24-25.—The Germans in their advance occupy Peronne and Bapaume.

March 27.—Lloyd George, British Premier, appeals for "American reinforcements in the shortest possible space of time," declaring that "we are at the crisis of the war, attacked by an immense superiority of German troops."

Odessa is reported captured by Soviet and Ukrainian troops.

March 28.—The German drive in Picardy thrusts a new wedge in the French line, at Montdidier.

The United States completes an arrangement for the purchase of twelve large Japanese steamships (aggregating 100,000 tons), in return for the sale of an equivalent amount of steel for ship-building.

Major-General Pershing, commander-in-chief, offers all the American forces in France for service "in the greatest battle in history."

March 29.—The ninth day of the battle in France passes without German gain, and the first phase of the drive comes to an end; 1,000 square miles were lost to the Germans besides prisoners and guns.

General Ferdinand Foch, the French strategist, becomes generalissimo of the Allied forces in France—British, French, American, Italian, Belgian, and Portuguese.

Seventy-five persons are killed at Good Friday services in a Paris church by the explosion of a shell from the German long-range gun.

March 30.—Anti-conscription riots occur in the city of Quebec.

### *The First Week of April*

April 2.—Financial credits extended by the United States to its Allies in the first year of war reach a total of \$5,160,600,000.

The Austro-Hungarian Foreign Minister, Count Czernin, declares that the four points laid down by President Wilson on February 11 are a basis on which to discuss general peace; he doubts, however, whether the President will succeed in uniting the Allies on such a basis.

April 3.—Forty thousand German troops are landed at Hango on the southern coast of Finland.

April 4.—The German offensive is renewed in the region nearest to Amiens, but the British and French lines remain firm.

It is announced that American troops are occupying a new sector—on the Meuse heights south of Verdun.

April 5.—The American Army at the end of its first year of war totals more than 1,500,000 men and 127,700 officers.

Austria and France both issue official statements regarding peace discussions in Switzerland in August, 1917, and February, 1918.

A small force of Japanese and British marines is landed at Vladivostok, following the killing of a Japanese resident by Russians.

April 6.—President Wilson (speaking in Baltimore at a "Liberty Loan" meeting, on the anniversary of America's entering the war) condemns Germany's peace treaties forced upon Russia and Rumania, and proclaims that America will meet with "force to the utmost" German's challenge.

### *The Second Week of April*

April 9.—Premier Lloyd George places the Man Power bill before the House of Commons, providing for raising the age limit for compulsory service to fifty years (and in some cases fifty-five years), and also providing for extending conscription to Ireland.

April 9-10.—The German attack is shifted to the north, from La Bassée Canal to Armentières, British and Portuguese defenders being forced to retire six miles; at Messines Ridge, south of Ypres, the British withdraw two miles.

April 10.—The Russian Commissioner of Commerce states that the treaty with Germany has taken away 300,000 square miles of territory, with 56,000,000 inhabitants (32 per cent. of Russia's entire population), besides one-third of her railways, 73 per cent. of her iron, and 89 per cent. of her coal.

The Bessarabian Diet is reported to have decided in favor of union with Rumania.

The House of Commons passes the second reading of the Government's Man Power bill.

April 11.—The French Government makes public the text of a letter from Emperor Charles of Austria (dated March 31, 1917) communicated through his brother-in-law, Prince Sixtus of the Belgian army, to President Poincaré—in which Emperor Charles pledges support to "France's just claims regarding Alsace-Lorraine" and the reestablishment of Belgium and Serbia.

April 12.—Field Marshal Sir Douglas Haig issues a special order to his army that "with our backs to the wall . . . each one of us must fight to the end."

The Irish Convention, after eight months of deliberation, presents a divided report to the British Government; it proposes an Irish Parliament of two houses, the Nationalists offering 40 per cent. of the membership to the Unionists; it was not found possible to overcome the objections of the Ulster Unionists.

The House of Commons, by a majority of 165, retains the Irish conscription clause in the Man Power bill.

April 13.—German troops occupy Helsingfors, Finland, after a battle lasting several days; the Finnish rebellion is said to be at an end.

April 14.—It is officially announced that the British and French governments have agreed to confer on General Foch the title of Commander-in-Chief of the Allied armies in France.

A German attack on American positions north of St. Mihiel is repulsed, with known enemy casualties of 64 killed and 11 prisoners.

The Navy Department announces that the *U.S.S. Cyclops* has not been heard from since leaving the West Indies on March 4, with 293 persons on board.

A Government report at Washington states that the increase in women employed in Great Britain since July, 1914, is 1,426,000.



A SCENE IN HAM, ONE OF THE FRENCH VILLAGES CAPTURED BY THE GERMANS



*The Third Week of April*

April 15.—Count Czernin, Minister of Foreign Affairs in Austria-Hungary, resigns as a result of the disclosure of peace activities of the monarch.

The Reichstag majority is reported as accepting Chancellor von Hertling's new program, which substitutes a war indemnity and annexation of parts of Belgium and France for the July resolution of "no annexations, no indemnities."

The Turks recapture Batum, the Russian Black Sea port in the Caucasus.

April 16.—In the Ypres salient, the Germans capture the village of Bailleul and force the British to evacuate portions of Messines Ridge and Paschendaele Ridge—positions gained at great sacrifice earlier in the war.

The 1919 contingent of the French army (nineteen years of age) is called to training.

Bolo Pasha, convicted of conducting anti-war propaganda in the interest of the enemy, is executed in France.

April 17.—Baron Burian von Radecz, of Hungary (Count Czernin's predecessor) becomes Minister of Foreign Affairs in Austria-Hungary.

French reinforcements in large numbers reach the British front in the north.

The British House of Lords passes the second reading of the Man Power bill.

April 19.—Premier Orlando announces that the Italian army now forms the right wing of the united Allied army in France.

Viscount Milner becomes Secretary of War in Great Britain, succeeding the Earl of Derby.



SIR HENRY WILSON, CHIEF OF THE BRITISH STAFF

(Premier Lloyd George declared last month that General Wilson had in January or February reached these conclusions: that the Germans would attack, on a wide front, against the British line, south of Arras, with the object of separating the British and French, and would succeed in penetrating the line somewhat. Almost in every detail, the Premier said, "that remarkable forecast has been verified in the event." General Wilson is an expert on topography)

## RECORD OF OTHER EVENTS

(From March 21 to April 20, 1918)

### PROCEEDINGS IN CONGRESS

March 21.—The Senate passes the Agricultural appropriation bill, carrying \$28,000,000 and increasing the Government's guaranteed wheat price from \$2.00 to \$2.50 per bushel.

The House passes the War Finance Corporation bill, with but two dissenting votes.

March 26.—In the Senate, discussion in criticism of the Administration predominates.

March 29.—The Senate passes the measure extending the Selective Draft to men who have reached the age of twenty-one years since registration day, June 5, 1917.

In the House, the Ways and Means Committee introduces a bill authorizing a Third Liberty Bond issue, increasing the total authorization to \$12,000,000,000, and raising to \$8,000,000,000 the amount available for loans to the Allied Governments.

March 30.—The House passes the Bond bill.

April 1-2.—Both branches adopt the conference report on the War Finance Corporation bill; as amended, it authorizes a capital stock of \$500,000,000 and bonds to \$3,000,000,000 additional.

April 2.—The House passes the bill appropriat-

ing \$50,000,000 for emergency construction of houses for workers in war industries. . . . Debate is begun on the Overman bill, giving the President power to reorganize Government departments and agencies.

April 3.—The Senate passes the Third Liberty Loan bill.

April 10.—The Senate adopts the so-called Sedition bill, correcting deficiencies in the Espionage Act of 1917. . . . The Committee on Military Affairs submits to the Senate a report on aircraft production; the situation is "gravely disappointing" and marked by "procrastination and indecision."

April 13.—The House passes the Senate bill changing the basis for the second draft from population to number of men in Class 1.

April 15-16.—Both branches adopt the conference report on the so-called Sabotage bill, carrying imprisonment penalties for interfering with war industry, but with punishment for strikers eliminated.

April 18.—The Senate passes a bill authorizing the melting of 350,000,000 silver dollars into bullion and establishing a price of \$1 an ounce for

Government purchases of silver; the measure will permit the settling of trade balances in silver and conserve gold.

The House refuses to concur in the Senate amendment to the Agricultural appropriation bill raising the guaranteed price of wheat to \$2.50 a bushel (from \$2.20, as fixed by the President).

April 19.—Governor Beeckman signs a bill passed by the Rhode Island Assembly, requiring men between 18 and 50 to be employed at least 36 hours a week.

#### AMERICAN POLITICS AND GOVERNMENT

March 21.—The President signs the bill bringing railroads under Government operation and control until twenty-one months after the end of the war.

March 25.—The Secretary of the Treasury announces the terms of the Third Liberty Loan: \$3,000,000,000 offered, at 4¼ per cent., maturing in ten years.

March 26.—The Massachusetts House ratifies the proposed prohibition amendment to the federal Constitution, 145 votes to 91.

March 27.—The Director-General of Railroads agrees to advance \$43,964,000 to the New Haven Railroad, to meet notes about to mature.

March 28.—Ex-President Roosevelt addresses Maine Republicans in convention at Portland, pleading for more efficient planning and more vigorous prosecution of war.

March 30.—"Daylight saving" goes into effect throughout the United States, all clocks being set ahead one hour.

A national labor program is formulated by a special commission—recommending that there shall be no strikes or lockouts during the war, and that a labor mediation board be created.

April 2.—In a special election, Congressman Irvine L. Lenroot (Rep.) is chosen United States Senator in Wisconsin, to fill a vacancy, receiving 163,980 votes, as against 148,713 for Joseph E. Davies (Dem.), and 110,487 for V. L. Berger.

The Massachusetts Senate ratifies the prohibition amendment to the federal Constitution, 27 votes to 12, following similar action in the House; eleven States have thus approved the proposal.

April 6.—The War Department calls the first contingent of 150,000 men in the second draft of the National Army, to report at training camps throughout the country on April 26.

The President nominates Edward R. Stettinius and Frederick P. Keppel to be Assistant Secretaries of War.

April 9.—The President creates a National War Labor Board, with the same membership as the commission which recently investigated and framed a labor program.

April 10.—Secretary Daniels, speaking at Chicago, declares that 1275 vessels of 1,055,116 tons, were added to the Navy in the first year of war.

April 11.—The Government takes over 63 coastwise vessels—making, with railroad-owned vessels, a total of 111 coastwise ships, of nearly 400,000 tons, under Government control.

April 16.—Charles M. Schwab is made Director-General of the Emergency Fleet Corporation, to have entire charge of the Government's ship-building program.

April 17.—The Railroad Administration takes over the New York State barge canal system, nearing completion on a vastly enlarged scale.

April 19.—The House amends the Naval Appropriation bill, increasing the Marine Corps from 30,000 to 75,500.

#### OTHER OCCURRENCES OF THE MONTH

March 22.—Antonio Maura forms a Cabinet in Spain, with three other former Premiers in his ministry.

April 8.—The Department of Agriculture forecasts a winter wheat crop of 560,000,000 bushels.

#### OBITUARY

March 20.—Gen. Lewis A. Grant, commander of the old Vermont brigade in the Civil War, 89.

March 21.—Warner Miller, U. S. Senator from New York (1881-'87), 78.

March 22.—Major Moraht, the German military critic. . . . Maggie Mitchell, the veteran American actress, 80.

March 23.—Homer Baxter Sprague, former president of the University of North Dakota, 89. . . . Sir Collingwood Schreiber, a distinguished Canadian consulting engineer, 87.

March 26.—Claude Achille Debussy, the noted French composer, 55. . . . Bishop Thomas W. Campbell, of the Reformed Episcopal Church, 66.

March 27.—Henry Adams, a distinguished historical writer, formerly editor of the *North American Review*, 80.

March 29.—Rufus Ellis Moore, collector of Oriental art objects, 78.

April 6.—John Q. A. Brackett, Governor of Massachusetts (1890-'91), 76. . . . Bishop Alfred Magill Randolph, of the Episcopal Church of Southern Virginia, 81.

April 8.—Henry G. Danforth, former Member of Congress from New York, 64. . . . Rear-Admiral John D. Ford, U. S. N., retired, 78.

April 9.—Charles Fleetwood Sise, creator of the telephone system in Canada, 84.

April 10.—Rear-Admiral Samuel P. Conly, U. S. N., retired, 69.

April 11.—William C. McDonald, first Governor of New Mexico, 59.

April 12.—Robert F. Broussard, United States Senator from Louisiana, 53. . . . Rudolph Blankenburg, recently reform Mayor of Philadelphia, 75.

April 14.—William Joel Stone, United States Senator from Missouri, chairman of the Senate Foreign Relations Committee, 69. . . . William P. Potter, Associate Justice of the Pennsylvania Supreme Court, 61.

April 15.—Capt. R. Hugh Knyvett, a widely known war lecturer and writer (Australian), 30.

April 16.—A. J. McKelway, widely known as advocate of child-labor reform, 52.

April 17.—Don Santiago Aldunate, Chilean Ambassador to the United States, 59. . . . Luther Kountze, the New York banker, 76.

April 18.—Gen. A. Leo Knott, dean of the Baltimore bar.

April 19.—Col. George Pope, for twenty-four years president of the Manufacturers' Association, 74.

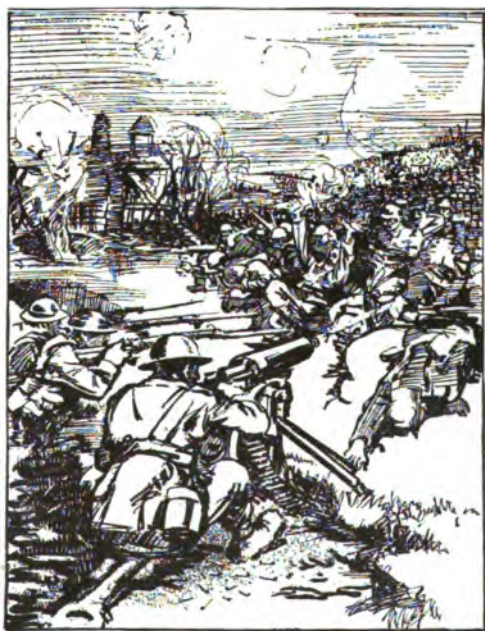
# THE WAR SPIRIT IN CARTOONS



**GENERALISSIMO FOCH**  
From the *World* (New York)



**THE SPIRIT OF FRANCE CALLS YOU!**  
From the *Plain Dealer* (Cleveland, Ohio)



**ARE WE DOWNHEARTED?**  
"Come the three corners of the world in arms,  
And we shall shock them; naught shall make us rue,  
If England to itself do rest but true."  
—King John.  
From the *Passing Show* (London)





WHO SAID "DEFEAT"?  
From the *World* (New York)



DOOR-MATS  
From *Evening News* (London)



HELPLESS RUMANIA  
"Thumbs down, all who want to see her mutilated!"  
—And the Huns are unanimous.  
From the *Passing Show* (London)

THE cartoonists have not missed the meaning of the great German drive on the Western Front and the magnificent resistance of the Allies, as these pages testify. They also comment on Germany's dealings with Russia, Poland, Rumania, and the neutral states.



THE FOURTH PARTITION OF THE POLISH EAGLE—AND THE BIRD  
IS NOT DEAD YET!  
From *De Amsterdammer* (Amsterdam, Holland)



THE RUSSIAN REVOLUTION—A PICTURE  
WITHOUT WORDS  
From *Nebekspalter* (Zurich)





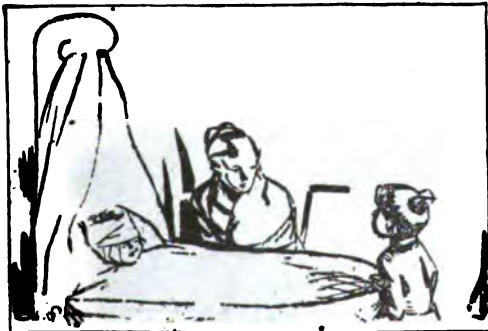
**HOME RULE OR CONSCRIPTION—THEY BOTH MEAN  
LIBERTY**  
From the *World* (New York)



**MADE IN GERMANY**  
CIVILIZATION: "What's that supposed to represent?"  
IMPERIAL ARTIST: "Why, 'Peace,' of course."  
CIVILIZATION: "Well, I don't recognize it—and I never shall."  
From *Punch* (London)



**POPULAR UKRAINIA**  
GERMANY AND AUSTRIA: "Oh! We are delighted with your charms!"  
UKRAINIA: "Is it my charms—or my corn?"  
From *Nebelspalter* (Zurich, Switzerland)



**AFTER THE GOTH A RAID**  
"Say, mother, are the Boches frightened of us, that they should try to kill us?"  
From *La Victoire* (Paris)



**TWO DISAPPOINTMENTS**  
TIRPITZ: "Did you enjoy your dinner in Paris, General?"  
HINDENBURG: "As much as you enjoyed starving England."  
From the *Post-Dispatch* (Columbus, Ohio)





# FOCH—ALLIED COMMANDER-IN-CHIEF

BY MAURICE LÉON

**B**Y the appointment of Ferdinand Foch as Commander-in-Chief of all their forces in France, the Allied democracies have given the most striking answer that could be made to the "efficiency" claims of the German hegemony. It was long supposed that free countries were incapable of effectually co-ordinating their efforts in this war, that real unity in war could only be achieved under an autocrat able to subordinate every authority to his own, thereby making vassals of his Allies. The advantage which Germany has had in this war by reason of the centralization in her Emperor of all power over the forces of her imperial coalition has been indisputable, and indeed, was undisputed. But it was thought that her opponents must resign themselves to an inferior organization of their military resources because the superior organization of the Germans could not be achieved save at the same cost of an unthinkable subserviency.

This was error, as indeed anything must be held to be error which amounts to an admission that a system of medieval feudalism is essential to the highest efficiency. The formula of an allied commander-in-chief had been mooted a long time when Premier Lloyd George, speaking in Paris in November last upon his return from Italy, while General Foch was engaged in holding the Austro-Germans at the Piave, made public confession of his conversion to the idea, thereby again proving himself to be a leader of the widest vision. But national and personal susceptibilities were awakened in London which compelled him to defer action.

It will be to the everlasting credit of



GENERAL FERDINAND FOCH

President Wilson that at the Allied conference which followed shortly thereafter at which he was represented by Col. House as head of the American delegation, he threw the weight of American prestige into the scale in favor of unity of command. Then came the supreme argument in its favor out of the mouths of German cannon thundering past Bapaume and Noyon toward Arras and Amiens. To that argument there was no answer, and General Pershing having placed all available American resources in France under French direction in a message which will never be forgotten in France, General Ferdinand Foch was proclaimed Allied Commander-in-Chief by agreement

between Great Britain, France, and the United States.

These great democracies, free partners in an enterprise of self-preservation and liberation, have thus made one man their collective agent, with supreme authority to use to the best of his ability all their war resources against the new German onslaught. And this particular man has been chosen for the greatest military task of all times, because, by common consent, in which even the foe has been compelled to join, he is by all odds the greatest general on the Allied side.

For the realization of the event which thus came about, the writer of these lines had expressed a hope in an article on Premier Clémenceau, which appeared in the December, 1917, number of this REVIEW in these words (at p. 611):

By a happy coincidence, Foch is the man whose indomitable spirit and infinite resourcefulness appealed so forcibly to Clémenceau during his previous premiership that he appointed him at the head of France's war college, for which post Foch was not a candidate. Much of the brilliant work done by the French Army in this war is directly traceable to the spirit which Foch instilled into it, through his work in the war college and later in the field at the Marne, at Ypres, and elsewhere. If the United States and their Allies are able to carry unity of action to its right conclusion by agreeing on a commander-in-chief of all the Allied forces, Foch is the man.

The acceptance by British public opinion of the placing of the British armies in France under a French commander furnishes another instance of the magnificent spirit of Britain in a crisis. Such is the effect of sacrifices made by the partners on the side of democracy that the larger they are, the more the prestige of the country which makes them is enhanced.

This united action in the field, which is realized at last by the free countries, cannot be over-estimated as a factor indispensable to victory.

As these lines are being written the most momentous battle of the war since the Battle of the Marne is being fought. To those who

judge of the situation according to its physical manifestations rather than from any deeply rooted faith, the outcome is uncertain. When the German flood began pouring through Belgium in 1914, faith was needed to believe that it could be stopped and repelled; and without that faith the miracle could not have been accomplished. That faith was possessed in a superlative degree by two sons of the Pyrénées, men of the same generation. The older of the two became the commander-in-chief over practically all the forces engaged on the Allied side, while the other was his mainstay at the front. Together they prepared, fought and won the Battle of the Marne. And now it is for the younger to fight and win a greater Marne.

These two great military figures, Joffre and Foch, who come from the same corner of France, have reached together the topmost heights of fame; Joffre the massive, the reflective, in whose speech one detects the accent of the mountaineer from the Spanish border more readily than in that of Foch, who is the embodiment of lightning thought in action.

Master of theory in war, Foch is never fettered by it. His keen perception readily discerns the exception to the rule under any given conditions. He does not "play safe" by avoiding risks, but determines what is the lesser risk and takes it. Ever a partisan of the aggressive—of attack as the best defense—he never deceives himself as to just what can be accomplished under any given circumstances.

When asked to take command of the offensive at the Somme in 1916, he inquired as to the number of guns which were at his disposal. When told, he expressed himself somewhat thus: "We will be able to make an advance upon a limited front and thus we will bend the German line, but cannot expect to break it." His report in writing is said to have been in the hands of the government before the attack was begun, and it was confirmed to the letter by the subsequent event. Foch then knows what can be done and what cannot be



Photo by Western Newspaper Union  
GENERAL FOCH IN FIELD  
UNIFORM



done in a battle. And, in determining its outcome, he not only weighs the strength of the artillery and of every implement of war available, but appraises with rare exactitude the equations of leadership, morale, and man-power on either side. So much for his intellectual equipment. It is incomparable and is equalled in worth by his personal qualities.

The word "inspiring" fits Foch peculiarly. He has the faculty of inspiring men to rise to their highest level. It is said that just before the Battle of Mons-Charleroi, Field Marshal French felt doubtful of the advisability of accepting battle. The relations between the French and British commands were largely undefined. It was necessary that Sir John French should be induced to fit into Joffre's plan, making his wonderful little army (the "old contemptibles," as they are now known) a virtual part of France's army. Foch went to him. Never was tact in manner more perfectly combined with firmness in purpose. He won French over completely, and thereupon hastened to take his command at the center, where he was to fight and win, at Fère Champénoise, the decisive phase of the Battle of the Marne.

He exerts a veritable fascination alike upon officers and rank and file.

His subordinates say his words are few, and that often he makes his meaning unmistakable to them without resort to speech by

a mere gesture or by the way he bites the cigar which he is forever smoking (it is of the kind the privates buy). Upon rare occasions his reluctance to speak has been overcome. An instance was last year, on September 6 at the commemoration of the Battle of the Marne, the day signalized by the famous order to attack, which Joffre, by a wonderful coincidence, issued upon the anniversary of the birth of Lafayette. Foch then held his hearers under a spell by the power of a natural eloquence, sober and lucid and forceful. As he described the battle on the battlefield itself, before an audience which included President Poincaré, Premier Ribot, and other distinguished statesmen, Joffre, Marshal of France, stood near by following his description on a map.

It is a fortunate fact that among French generals none has been called upon as much as Foch to deal with British commanders and that he has their whole-hearted admiration and good will.

Foch and Haig, brothers in arms throughout the great war, fought and won at the Marne, and later at Ypres—again one of the whirlpools of the Western front, the predestined Armageddon of the struggle. With Pétain and Pershing and the hosts of freedom reinforced by American contingents, they battle anew as never before. Victory, which has ever attended them in the past, leads the way.



GENERAL FOCH EXPLAINING THE BATTLE OF THE MARNE—AT THE ANNIVERSARY CELEBRATION LAST SEPTEMBER

(To the left of General Foch, in this picture, is M. Ribot, then Premier. To the right is President Poincaré. At the extreme right is General Pétain)

# THE GREATEST BATTLE IN THE WORLD

BY FRANK H. SIMONDS

## I. THE BLOW AT BRITAIN

ON March 21 the Germans delivered their long-promised attack upon the Western front. The main blow fell upon the British Fifth Army on a thirty-five-mile front facing the towns of Cambrai, St. Quentin and La Fère. In the following weeks the zone of operations was extended northward from the Oise and the Scheldt to the Scarpe, the Lys and even toward the Yser. Before this western battle—the greatest battle in all human history—was three weeks old the whole British front from Amiens, in France, to Ypres, in Belgium, was aflame and assailed by the most terrific attack of the war.

At the outset of a discussion of this terrible month of military operations it is essential to revert for one moment to the conditions of the German gamble; for it was and is a gamble. Germany has staked all she has on the possibility of a military triumph—a decision, a win-the-war victory over Britain. These conditions are at once political and military.

With the collapse of Russia, Germany was at last able to reap a rich harvest as a result of her great efforts. Taken with her Balkan achievements, and her final destruction of Russian power of resistance (a destruction, to be sure, mainly accomplished by Trotzky and Lenine) Germany had now reached a point where she could erect new states and arrange new frontiers to the east and to the south, favorable to her future both politically and economically. Russia and the Balkans, together with Asiatic Turkey, were hers to exploit in the future, provided only she could get such a peace from her western foes as would leave her eastern arrangements undisturbed.

By negotiation Germany could not get such an arrangement. Her western foes were all the more determined to fight it out as they perceived the character and ultimate consequences of Germany's eastern settlement. The fate of Serbia, of Rumania, the

still surviving German determination to enslave Belgium and to mutilate France still further,—these were considerations which continued to weigh in the minds of the western allies who began the campaigning season of 1918 with as firm a resolution to go forward to victory as they had when they began the year 1915.

In this situation the German leaders felt the sheer pressure of time. The German people were becoming so weary of the strain of war that the prospect of a new campaign of great length might produce a grave weakening of morale. It was likewise impossible for the Germans to await attack, because the delay would give the Allies fresh American aid and it would disperse the temporary enthusiasm and confidence of the German people, evoked by the eastern settlement.

Thanks to this settlement, and to the improved German prospects due to Russia's collapse, the German people believed that they could still win the war and make France and Britain pay the costs. They were willing to listen to military chiefs who told them that a short, tremendous effort would end the struggle and put the western enemies out as Russia had been put out. But they were no longer so confident as to insure their continued consent to a protracted struggle and another blood bath like Verdun, but even more costly in life.

The German High Command, accordingly, determined upon one tremendous effort; a concentration of every man and gun available upon the western front; a super-Napoleonic campaign for a super-Napoleonic victory. From Russia all the best troops were brought west. From Russia and from Austria vast masses of artillery were transported. All the captures of guns and material from Russia, Rumania and Italy, together with the best of Austrian artillery, were brought over to the western front.

As between the British and the French, the Germans decided to attack the British because they reasoned that a defeat of the French might put France out of the war



without disposing of Britain; while a total defeat of Britain would inevitably compel France to make peace. They argued, also, that it would be easier to defeat the British than the French, because the British were a newly constructed army, while the French was a professional army officered by men who had made the problems of war the study of a lifetime. With the Verdun experience in mind the German elected to assail the British. How far his bitterness for the English influenced his decision one may not say. But in the main the decision grew out of the fact that Britain had become the principal enemy, the one great obstacle to German success, the corner-stone of the alliance against the Central Powers.

## II. ALLIED POLICY

Germany had decided to attack, and to attack in the West, where alone she could obtain a decision of the war. And she had resolved to attack Britain. But why did the Allies wait for the attack, instead of taking the offensive, since they had approximately equal numbers and at least as large a reserve of man-power, of artillery, and of munitions? I find this question asked by many of my readers, several of whom have written to me to ask it directly.

The reason, I think, was this: The Allies had tried the offensive in 1915 in Champagne and Artois without great success and at heavy cost. The Somme in 1916 had been a local victory purchased at very high expense. The Aisne in 1917 had been almost a disaster, so costly had been the early French attacks. And the British efforts in Flanders later were even bloodier and resulted in little more than local gains, useful in improving British positions, but valueless as anything else.

The Allies reasoned, therefore, that an offensive could not yield major results, since their offensives had failed to do this; and the single great German effort, that at Verdun, had been the worst failure of the lot. They believed that nearly four years of experience had proven that it was impossible to break through on the western front in such fashion as to dislocate the enemy front on a wide sector and compel a far-reaching withdrawal, if not a real disaster.

They reasoned, further, that, while the numbers of two foes were approximately equal, the great costs of an attack might weaken the assailant dangerously, while,

should they wait, America was beginning to get troops over in some numbers and by 1919 would be able to supply the superiority in numbers which would enable the Allies to make an offensive without running risks patent in 1918. More than all this, the French public, after the Aisne last spring, and also the British people, after the Flanders struggle last autumn, were patently in no mood for bearing the costs of another unsuccessful effort to conquer, which might mean the expenditure of hundreds of thousands of casualties to take local objectives like Passchendaele and Pilkem Ridges, or the Chemin des Dames positions.

It would seem that the Allies renounced the offensive because they felt that it offered them too few chances of supreme success in 1918, while holding out the prospect of real disaster, if there were a costly failure. Disaster might be due either to a subsequent German counter-offensive or to a recurrence of war weariness in their own peoples behind the line, induced by failure, bloodshed, and disappointment.

In all this we are beginning to see that the German was nearer the truth than the Allied Staff in his estimate of the possibilities of the attack in great force and without regard to cost. His reasoning was sounder than that of his foes, although the failures of his foes were to explain much of his subsequent success. For the truth seems unmistakable that the British underestimated the weight of the blow that was to come and made insufficient preparation, and were caught just as the French were caught at Verdun with no adequate provision against the day when their first and second lines of defense might be broken.

But right or wrong, Allied reasoning was that no gains of the Germans could be made which would endanger the safety of the Allied armies; that the German attacks would be parried as the Verdun, Aisne, and Somme offensives had been parried; and that, after a brief rush, the campaign would settle down to another Verdun operation, vastly expensive to the assailant and limited to small and unimportant gains. The Allies forecast the German campaign in terms of their own experience in three years of offensive in the West, and in terms of the German's experience at Verdun. They accepted the defensive and elected to await the coming of America before they passed to the attack.

The decision carried certain perils, which were obvious. The Allied overconfidence

carried others which were not obvious. The German had now the choice of the front on which to attack. He could deal the first blow, which might be fatal and, for a certain period of time, his opponents would be outnumbered at the danger point and might suffer a supreme disaster, before they could get their reserves up. A second peril grew out of the fact that the Allied forces were made up of the troops of two great nations, each of which jealously guarded the command of its own soldiers and, in the present emergency, concentrated its reserves on its own front, expecting the German blow would fall there.

### III. ON MARCH 21

On March 21, therefore, when the great offensive began, the Allies were handicapped: First, by the fact that their strategy had accepted the defensive rôle, which surrendered to the enemy the initiative and the chance to choose his point of attack. Secondly, by the fact that they were, particularly in the case of the British Army, almost absurdly overconfident of their ability to stop the attack at its inception. Third, by the division of command, which left the British alone to meet the storm, and delayed the transfer of French troops to the British front, when the initial disaster came. All of these weaknesses were to exact a high cost in the next few days and bring the Allied peoples the gravest apprehensions since the days of the Marne.

We may not yet speak with any clear authority upon German strategy. Military writers differ as to whether the German planned one mighty blow on a single front, or merely undertook to attack one after another of the British armies from south to north, using his great accumulation of reserves to exploit any local gain which his opening attacks might make. To me this seems the probable idea underlying the German attack. With good communications, and with a relatively restricted area involved, the German could hold the mass of his reserves in such positions as to throw them in north, south or in the center, wherever the storm troops, by the first assaults, opened the way.

In any event the first blow resulted in a tremendous success. It fell upon Gough's Fifth Army, standing from before Cambrai right down to the Oise, holding this rather extended front with fourteen divisions. The

importance of the rôle of Gough's army lay in the fact that it was the connecting link between all the British and all the French armies. If it were broken then there would be a gap between these two allies, and this separation was bound to have the gravest possible consequences. The points of contact of this army were with the Third British Army toward Cambrai and well east of Arras, and with the French at the Oise west of La Fère.

The immediate purpose of the German attack seems to have been to smash through the Fifth Army, either as a whole or at several points opposite the important rearward roads, and by a rapid advance thrust a wedge between French and British armies, and advancing upon Amiens roll the British up and back upon the Channel away from the French and finally intern them in the narrow area north of the Somme. There was in this the original Napoleonic conception of the Waterloo campaign, which was an attempt to interpose between the British and the Prussians and destroy one, while the other was unable to come to its assistance. Napoleon failed because the Prussians arrived on the decisive battlefield in time. The Germans were to fail, too, for the same reason, but not for many days—days filled with peril and anxiety.

Advancing after a brief artillery preparation of unequaled intensity and covered by a fog, the Germans swept the British out of their advanced positions and in the first twenty-four hours broke through the British battle line in at least four places. Forty divisions against fourteen, they simply swamped the British by weight of numbers and by the relentless fury with which they pressed their attacks without regard to losses.

By Friday, March 22, the British Fifth Army had been cut off on the south from the French, on the north from the British Third Army and its center had been broken in two other places. The Germans were advancing with unequaled rapidity along the main road to Péronne and Albert, along the old Roman road which runs straight from the Scheldt north of St. Quentin to Amiens, and along two roads down the Oise valley, one leading to Paris, the other approaching the city of Amiens from the south.

The thing that happened to the Northern Army at Chickamauga, as the result of a mistaken order, now happened to the great Allied group of armies in Northern France.

The Germans were sweeping forward between the Oise and the Scarpe, with only a broken army before them and with the very clear purpose to deepen and widen the gap between the British and French armies. The fixed French front ended before La Fère, on the Oise, the fixed British line ended a little south of Arras, on the Cojeul, and between these two ends there was only a confused and beaten army, broken up into isolated groups, fighting gloriously but hopelessly, outnumbered beyond all hope of resistance and rapidly being ground to powder. Friday, Saturday, Sunday and even Monday the Allies were in the presence of the possibility of a disaster of the very greatest proportions.

#### IV. THE SAVING OF AMIENS

Amiens was saved; and with Amiens the continuity of the Allied line and the contact of British and French troops. This

resulted from the rapidity with which French reserves were moved from Champagne, where they had been concentrated against an expected attack upon Rheims, to Picardy and flung in front of the swift-rushing German flood. But two other factors contributed. First, the Germans had broken the British line right in front of the old Somme battleground, ravaged by the terrible struggle of 1916 and laid in utter waste by the German retreat of 1917. Second, toward the end of the critical period heavy rains turned this region into a waste of mud and slowed down the German rush.

In emphasizing the service of the French it is impossible not to pay equal tribute to the gallantry of the British. They fought with supreme courage and absolute self-sacrifice. They died without chance of victory and in the hope of delaying a little the German advance. But this heroism does not and cannot disguise the fact that Gough's army had been utterly beaten; and the recall



WHAT HINDENBURG TRIED TO DO

of the commanding general a few days later was final proof of this fact.

Once the Fifth Army had been driven from its battle-positions the problem was raised whether it could stop the Germans at any new line. A dozen miles west of its first positions, the Somme River makes a great bend and runs from south to north for twenty miles from Ham to Péronne, in a deep-cut, marshy valley dominated by high western banks. Here was an ideal defensive position. Here everyone expected the British to stand. But, it would seem that there had been no prepared positions here; that the British had repeated the error of the French at Verdun and looked only to advance, not to the possibility of retreat.

In any event the Germans forced the passage of the Somme on the Sunday following the Thursday attack. They took Péronne, Ham and Nesle, and to the north they reoccupied Bapaume, while to the south they rolled on toward Noyon, Roye and Chaumes, the advance points of their old front in the days before the British offensive at the Somme two years ago. By Monday they had overrun all the old battlefield of the Somme. At the north they had taken Albert, always in Allied hands since the early days of September, 1914. They had passed Roye and were reaching out for Amiens by the Roman road and by the Roye road. They were thrusting down the Oise valley along the road to Paris and toward Montdidier, which they presently took, along the road to the Seine south of Beauvais.

March 26 was the decisive day, just as February 26 was the decisive day at Verdun in 1916; and in both cases the original attack came on the 21st. On this day the French arrived in force not only along the southern front from the Oise just south of Noyon westward below Lassigny to the Avre above Montdidier, but also west of the Avre they joined hands with the British along the plateau above the Avre and at the little town of Moreuil on the Avre.

On this day, then, the gap was closed. The British and French armies were again in touch. The chance of rolling the British back north of the Somme and away from the French, of pushing the French back behind the Seine and the Oise, disappeared. Almost without warning the battle lines became stationary, just as they did on the Douaumont Plateau at Verdun, after the attack of the Twentieth Army corps under Balfœurier. Six days of acute anxiety grow-

ing out of the realization of an ever-impending disaster, of another Waterloo or a colossal Sedan, came to an end. It had been a period exactly recalling the worst days before the Marne.

The German did not immediately accept his check. He continued to drive forward in the center between the Avre and the Ancre for several days. But his gains were slight, and he was still nearly a dozen miles from Amiens in an ever-narrowing salient between the Avre and the Ancre. His heavy guns had not arrived, and the cost to him of advancing under heavy artillery fire, supported only by field guns, was prohibitive. By April 1 there is a marked lull in the fighting and both sides begin to dig in. The German has recovered almost all the old battlefield of the Somme, and south of the Somme he has driven west of this area for something like ten miles from the vicinity of Bray to Montdidier, by way of Montreuil. He is in sight of Amiens, but firmly held outside the old capital of Picardy.

## V. THE SECOND BATTLE OF THE SOMME

Feeling himself checked, the German suddenly transferred his attack to the North. At the outset he had assailed the southern flank of Byng's Third Army and driven it back from Monchy-le-Preux and other high ground won in the Battle of Arras, a year before. But his gains had been unimportant, although the southern flank of the Third Army was compelled to swing backward to keep in line with the remnants of the Fifth Army and try to keep in contact with it.

Now, in the first week in April the German suddenly delivered a tremendous blow at the Arras position, advancing astride the Scarpe and under the shadow of Vimy Ridge. If he could defeat this Third Army—if he could dislocate its front, which had become the pivot of the British, the fixed point on which hung all the battle line to the south, the hinge of the British battle line—the check at Amiens would be abolished, the whole British line would be thrown off its feet and a gap between the British and the French might open again.

This attack was an effort to restore the opportunity of a supreme victory, at least temporarily postponed by the check before Amiens. It had enormous possibilities, but

it never made the smallest progress. It was checked before the British battle positions, and it was checked with such promptness and with such heavy losses that the Germans did not engage all the reserves collected for the attempt. One day sufficed to establish the solidity of the Third Army positions.

Blocked thus at the North, the German now renewed his attacks to the South. He was now caught in a salient, a blunt-nosed wedge, with the point facing Amiens and the sides supplied by the Avre and Ancre streams, little more than large brooks, without value as military obstacles, but bounded on the western or Allied side by high ground, from which the Allied guns poured in a terrific cross-fire upon the Germans in the salient and facing Amiens. Unless the Germans could break the sides of this wedge they would presently be in a difficult position and might have to retire or risk disaster.

Accordingly toward the end of the first week in April and after the Arras blow had failed, Hindenburg began to throw great forces against the sides of the salient—against the British to the North along the Ancre above and below Albert, and against the French along the Avre and the plateau between the Avre and the Noye below Montdidier. The assault upon this plateau had the additional importance that on its western side, it looked down into the little valley of the Noye, through which runs the Paris-Amiens-Boulogne railway, the main route between London and Paris. To cut this line would be an important but not a decisive achievement.

Once more, as before Arras, the Germans were checked. Too much time had been allowed his enemy to settle down in new positions, which were now consolidated and backed by the concentration of Allied guns, while the German thrust was still weakened by the difficulties of transport of guns, munitions and men across the muddy desert of the Somme battlefield. For the moment the German was condemned to count his prisoners, his guns, his booty. His immediate success was over. He had to choose between following the old Verdun parallel and continuing his attack, with small prospect of great success, or of choosing a new point of attack. He chose the latter course and in a few days broke out in a new quarter.

Such briefly was the Second Battle of the Somme. It began by the piercing of the front of the British Fifth Army in four places, and in the dislocation first of the

front of this army and then of all the Allied forces between the Scarpe and the Oise. The value of the Fifth Army as a link between British and French forces was promptly abolished. A major disaster faced the Allies for almost a week; and, at the end, the supreme defeat was escaped by a narrow margin after a retreat of thirty-five miles and the surrender of most of the ground won by the campaign of 1916 and of other ground beside.

The German estimated his prisoners at 90,000 and his captured guns at above 1300. The British challenge these figures, but they do not seem preposterous. In any event the British must have lost between 50,000 and 75,000 prisoners—mainly their wounded, be it understood—and a thousand guns. Here is a real measure of defeat, unexampled in British military history. As for German losses, they were enormous; but advancing they saved their wounded, many of whom will reappear on the front, while the British wounded, who were captured, are a permanent loss. A loss of 250,000 for the Germans and perhaps 200,000 for the British and French, a loss chiefly British, of course, would seem a fair estimate of the cost of the Second Somme in the first three weeks.

## VI. FOCH COMES

The disaster to the Fifth British Army and the consequent peril to the whole Allied fortunes in France and Belgium led to a decision which should have been made far earlier. Had it been made before the crisis of the Second Somme, it might have saved much temporary peril. This was the decision to name a Commander-in-Chief. The Allied armies had long suffered with respect of their operations by the independence of British, Italian and French High Commands. The British Government had many months before, on the morrow of the Italian disaster, urged such a coördination of Allied effort.

But the influence of the British Army with the British public and with Parliament prevented this eminently necessary step. Lloyd George was forced to go back on words spoken both in Paris and in Italy. For the moment the British soldier defeated the British statesman. But the subsequent failures of the British Staff, in the Battle of Cambrai, in the Flanders Campaign, where sterile local gains were the only reward for





huge sacrifices in man-power, and finally in the newest offensive, destroyed the case of the British Staff. The people and the Parliament of Britain recognized the common-sense of the Prime Minister's conviction.

In the achievement of this long-sought goal America played an influential and an honorable part. The moment the storm broke, General Pershing offered our slender forces in France to the Allies without condition. He and his Government agreed that our men should be broken up into small units and put under French and British commanders, used as a French and British reserve, without regard to American pride in a separate organization, without regard to the jealousies and selfishness which nations and armies feel in such cases.

To her Allies the United States said, "We have so many men in France; take them and use them as you will, as a unit at the front, as reserves. We have only this to give, but we give it without condition." It was one of the wisest and best things Mr. Wilson has done; for he was primarily responsible for the offer. It gave the Allies some 200,000 men for use at a critical hour, thus releasing other troops for the Somme front; and it silenced effectually further British military opposition to a single command. In the debate we have always stood with the French. Now, by surrendering all our own individuality, we gave final force to the general argument for the surrender of British pride.

Without further delay Foch was named.

That the decision would be for Foch was never in doubt. No man in the Allied camp possessed anything like the claims of the victor of La Fère Champénoise, the man who had saved Nancy, who had blocked the German drive for the Channel ports, who had commanded the French in their first offensive in the spring of 1915 in Artois and directed the later French operations at the Somme in the following year, the man whom the Allies had sent to Italy after the Isonzo disaster last year. Every claim which achievement, experience and esteem in all allied countries gave, could be made for General Foch; and his appointment was hailed in America and in Italy, quite as much as in France. In Britain, the public and the press, having recognized the necessity and concurred in the decision of the government, gave instant and unconditional support to the new commander-in-chief.

And with Foch came confidence. Within a few hours he gave the anxious Allied world the assurance that Amiens would not fall. His serenity and his calmness produced an instant effect. There was a feeling that the great man had arrived with the supreme crisis, and that Hindenburg was to find his match in Foch, as Moltke had found his master in Joffre. Henceforth the battle-front of the Allies from Venetia to Flanders became unified under a single commander; and the combined reserves of all the western allies were available for the immediate use of a commander-in-chief who was able to see the whole situation and not, as had seemingly been the case of both Haig and Petain, conceive that a limited sector was all-important.

Yet even the terrible crisis could not entirely hide the greatness of the power that was now entrusted in the hands of one man. Napoleon had never commanded an army comparable with that of France alone at the present hour. Yet the French army was hardly more than a third of the army which Foch now ruled, since the command of the Italian army was, beyond doubt, included in the pooling of forces. French, British, Italian, American, Belgian, Portuguese, Australian, Canadian forces with contingents from Asia and Africa, were included in this mighty host. To its General it looked alike for deliverance from immediate peril and for ultimate victory. Despite, however, momentary relief at the Somme and satisfaction everywhere at the appointment of Foch, the Allied crisis was far from over; a new and equally terrible test was close at hand.

## VII. THE BATTLE OF ARMENTIÈRES

The first week of April had seen the fighting in Picardy flicker out. The Germans were faced by the old Verdun dilemma. Any further effort on this front meant a long, slow pounding with great losses and little immediate profit, at least until guns and munitions could be brought up and communications created in the desert. In this situation the German turned north, perhaps in accordance with his prearranged plans, conceivably as the result of his check and following a strategy improved after the Somme fight had taken its later course.

In any event on April 9 he suddenly struck a heavy blow against General Horne's British Army, which held the Armentières district, the sector between Ypres on the north and Arras on the south. His purpose in this attack was instantly plain. He sought to drive a wedge between the British troops in France and the British and Belgian forces in Belgium and advancing astride the Lys River, follow the historic roadway from the Plain of Flanders to the Channel at Calais.

In his larger conception the German dreamed of breaking through between the Arras and Ypres armies, isolating the Ypres force, together with the Belgians, rolling both in upon Dunkirk, and accomplishing on the North in a relatively smaller way what he had sought in the South. He hoped to crush Horne's Army as he had smashed Gough's. He hoped to drive a wedge to the Channel like that he had almost driven through Amiens. His victory, if achieved, would automatically turn the British out of Arras and the strong positions about that town. It would compel the Arras Army to make a rapid and probably disorderly retreat south upon the French and the British Army would thus be divided, one half caught in a Super-Sedan at the North, the other thrust in rout back upon the French. The Kaiser would at least reach the Channel and turn his super-gun upon the British coast towns, upon Dover.

The conception was unmistakably grandiose, but it had elements of soundness which were not disputed in subsequent days, when the German advance crossed the Lys and approached Hazebrouck. It was a conception which resembled that of the March venture, which was, in fact, only one more of the familiar products of Prussian strategy,

which counts Sedan and Metz among its most characteristic achievements.

The front upon which the German made his attack was low and marshy, a twenty-mile stretch between the high ground facing La Bassée to the south and the ridges dominating Ypres to the north. It had been the scene of desperate fighting during the First Battle of Ypres, in October, 1914. Neuve Chapelle, where Sir John French made his abortive offensive in February, 1915, was almost on the front line of the British. Festubert, the scene of an even more ghastly offensive, was also on his pathway. As he advanced the German would push into an expanse of muddy plain, surrounded in a semi-circle by hills and, toward Hazebrouck, barred by the large and boggy Forest of Nieppe.

The German's immediate objectives were three: (1) Béthune, to the south, at the foot of the hills back of Arras, an industrial town of some importance and the last considerable coal town left to the French; (2) Bailleul, to the north, at the foot of the Ypres hills and on one of the main roads north to Ypres, and finally (3) Hazebrouck, sixteen miles due west, a railroad junction and the key to Ypres. Hazebrouck was his goal for the first phase of his offensive. If he got Béthune and the high ground east of it, the Arras salient would be imperiled. If he got Bailleul, the Ypres salient would be dangerous to hold. If he got Hazebrouck, the Ypres salient would have to be surrendered; the British would be compelled to retire out of Belgium and the whole Allied line swing back to the Channel at Dunkirk. More than this, Hazebrouck was at least a third of the way to Calais itself.

If the German got Béthune, Bailleul, and Hazebrouck in the first rush—as he had taken Péronne, Ham, and Bapaume at the Somme—towns as far from his earlier starting place, a new British disaster would inevitably ensue. Horne's Army would be smashed, and the Arras and Ypres armies put in grave peril. His main purpose was still to smash British military power; and geographical objectives were only incidental. But he had again selected these geographical objectives with a clear eye to their bearing upon his main purpose. When he started on his attack on April 9, he was about as far from Calais as he had been from Amiens on March 21. A repetition of the Amiens sweep might get him Calais, and would certainly bring the town within range of his

heavy guns and thus render it useless for British transport purposes, and Calais was one of the chief British bases in France.

## VIII. THE ASSAULT

The assault in the opening phase of the Battle of Armentières differed materially from the assault at the Somme. There the German had attacked on a fifty-mile front, but now he began operations by a local thrust at the portion of Horne's army lying along the Lys in the low ground near Laventie. Here he struck a Portuguese division, crumpled it up, and drove a wedge hardly more than two miles wide right through the British lines. Through this gap more troops poured and began to spread out. In the first day the crossings of the Lys and the Lawe were both stormed and the Germans reached the considerable town of Estaires on the main road to Hazebrouck.

As this advance widened its front it began to reach at the rear of Armentières; and the next day the Germans made a terrific drive on a narrow front north of Armentières and at the foot of the famous Messines Ridge south of Ypres. At this point they carried the village and forest known to the "Tommy" as "Plugstreet." Armentières was thus encircled and the position of the British in it was desperate. In point of fact several thousand were presently captured after a gallant resistance.

The German was thus widening his operative front. By April 11 he was making desperate efforts south of the Lys and east of Béthune against Givenchy and Festubert, facing La Bassée. Both of these towns were taken and lost many times in the first days of the struggle.

But despite all his efforts the German could not shake the British to the north or to the south of the plain on the high ground vital to the defense of Arras and Ypres. On the other hand, his advance on the plain continued rapid and by April 13 he had progressed more than eleven miles toward Hazebrouck, which was less than five miles from his front lines. Merville and other considerable industrial towns were in his hands and he was within a mile both of Béthune and Bailleul.

Sunday, April 14, was in a sense a critical day. If the German could break down either side of the deep and narrow salient into which he had thrust, there was still the possibility for him of a major success, for

neither French nor British reserves had arrived. Already, two days before, Sir Douglas Haig had made a stirring appeal to his troops to die where they stood, "fighting with their backs to the wall," and nowhere was there any effort to minimize the extent of the danger.

On the Sunday, however, the British situation improved. The German was checked on all three sides of the salient. He was thrown back to the north. It seemed as if what had occurred to the south would now take place in the north, and that the Germans would be halted before Hazebrouck as they had been checked before Amiens, without achieving any larger strategic end. But already, the extent of German advance had placed the troops in the Ypres salient in a dangerous position and steps were being taken to prepare for a shortening of the line in Belgium.

The next day the necessity for such a step was obvious, for the Germans, returning to the charge, broke through the northern side of the salient, took Bailleul and some ground about it—including Meteran still further along the road to Hazebrouck—and the next day stormed the famous Messines Ridge and took the village and hill of "White Sheet." This was a fatal stroke, so far as the Ypres position was concerned, for the Messines Ridge looked down upon the one railroad and the single highway by which all reinforcements, munitions and supplies reached the Ypres salient.

For three years the Germans had sat upon this ridge and shelled the British in the Ypres salient. They had not been strong enough to undertake an offensive, and so the British had held on; but always with the realization that if the Germans attacked from Messines, the whole Ypres salient would have to be evacuated. In June, 1917, General Plumer had stormed this ridge as the first step in the campaign to drive the Germans from the Belgian coast. This attack had been the most brilliant single feat of the British Army in the war.

Now the conditions were reversed; and the Germans, as a step in their dash for Calais, had retaken the ridge and the British were in the low ground. Where they stood on the ridge the Germans were but three miles from the vital communications of the British, while the British far east of Ypres from Langemarck to Passchendaele were eight miles from the threatened point. If the Germans could get forward these three

miles before the British could get out of the Ypres salient, a new Sedan would result.

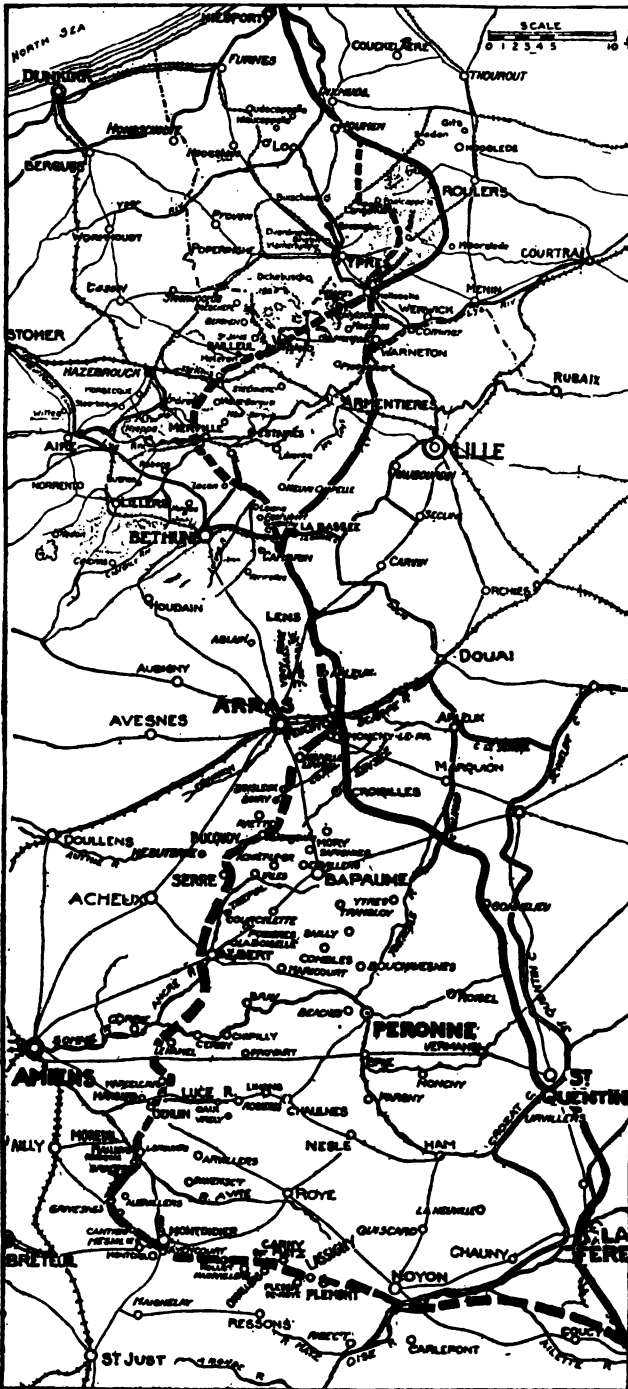
## IX. PASSCHENDAELE

There was nothing for it, then, but to retreat; and by Wednesday the British were back on a narrow front before Ypres from Bixschoote through Pilkem to the famous ground about Zonnebeke. Almost but not quite all of the ground which had cost a half a million casualties to take less than a year before, was thus surrendered without a shot. Nor was this all. It was plainly recognized that this might prove but the first step in a withdrawal which would take the British out of Ypres altogether and back on the line near Poperinghe. Such a retirement was probable if Messines and "White Sheet" could not be retaken. It was certain, if the Germans should take Kemmel Hill, west of the Messines hinge and much higher. Kemmel was the key of the Ypres salient.

Accordingly the British undertook on Wednesday, April 17, still another vigorous counter-offensive against Messines, and took Wytschaete, but only to lose it. The Germans could not be shaken from their prize on this day or on the next. As it now stood the Ypres salient had been restored to approximately its lines at the close of the first struggle in October and November, 1914.

But, on the other hand, the British retirement had much reduced, if it had not totally abolished, the perils incident to the holding of a far-flung salient whose lines of communication and single avenue of retreat was within striking distance of the enemy. Marshal Bazaine had stayed in Metz too long in 1870, and had found the Verdun road closed when at last he tried to get out. The British held the corresponding Poperinghe road solidly, and they had moved their main force back out of the danger zone.

The surrender of this famous ground, the scene of so much sacrifice, and the graveyard of so much of the best of British manhood, was a terrible blow to British pride. It was a blow that had to be borne in the face of the possibility of a further surrender of Ypres itself, and for Britain, what Verdun represented for France. But the real consequences on the military side were relatively slight. Ypres was only a sector in the line from Belgium to Switzerland; and if the line held, it did not matter whether it ran before or behind Ypres. The values of the 1918 campaign were far different



THE BATTLE LINE ON APRIL 20

(The new front is shown by a broken line, the old front by solid black. The lower half of the map is the scene of the first phase of the great battle, the German effort to reach Amiens, March 21-29. Further north is the ground lost in the second phase, which began on April 9, resulting in withdrawal from Armentières and the ridges of Messines and Passchendaele, in the Ypres salient)

from those of 1914, and the British retirement, which would have been fatal in 1914, would have no major consequences, provided there were no concomitant disaster, no broken line.

Thursday, April 18, the British official reports for the first time announced that the British line had been maintained everywhere and at the same time signalled the arrival of the French about Bailleul. Once more it seemed that a German thrust had been parried, this time not far from its inception. The troops attacked had held until the reserves could arrive, and Calais and the roads to the Channel seemed blocked against the Kaiser, as it had been blocked nearly four years before.

Yet the northern offensive was not over; and new convulsions and new crises were still to be expected. Nor was it unlikely that a third German blow, either at the Somme or in Belgium, would still further strain Allied resources and Allied man-power. Since the opening of the attack the Germans had used 126 divisions, 98 at the Somme and 28 at Armentières. Of these 60 had been put in during the first three days at the Somme, 82 during the first ten days, and the figure of 98 had been reached just before the southern battle closed. Of the 128, 79 had been used against the British, 24 against the French, who had come to the British aid in the south, and 23 had been used against both British and French units. In effect, then, the British had faced not less than 90 divisions, the French 36. And it had been against the British that the real blow had been levelled; for in the main the French had been far less heavily engaged.

In the four weeks, then, the British had borne the weight of something like 1,250,000 with a force manifestly inferior in numbers. It might be reckoned at 70 British divisions, which at



their probable strength did not exceed a million. Contrast this with the seventeen divisions thrown against the French in the first days of Verdun, and the weight of the blow can be appreciated. The British had been, too, heavily outgunned; and the German superiority in artillery had perhaps contributed to the great successes which had been won in the opening phases of the two assaults.

And after four weeks the British army was still fighting back. Two of the armies had been beaten. The fifth had been practically routed. Horne's army had been beaten back but never broken. But despite the reverses, the line still held and the effort to isolate the British and destroy their military establishment had so far been defeated.

In all human history there has never been such a blow, or such a month of carnage. "Germany is on the march," said one Prussian officer, recording in his diary his impressions of the great adventure. And Germany on the march had encountered Britain at bay, as Germany had encountered France at the Marne. The result was a struggle which for the future can hardly have lesser interest than the Marne—a struggle in which more men were engaged, more men killed, wounded and captured and more artillery

used than ever before. And this battle after four weeks had not ended, and gave no visible sign of coming to an end.

On April 19, a date of utmost significance to the American troops, now beginning to play a modest part in the struggle, the Germans had not divided the British from the French, they had not opened a road to the Channel or isolated the British and Belgian troops in Belgium from the British and French in France and thus produced a Super-Sedan. But, on the other hand, such checks as they had met with were still far from seeming complete and the greatest battle in the world, although still without decisive gains for Germany still saw the "good German sword" seeking its "victorious peace." The Allies were not beaten; they seemed in stronger position than at the outset and with reserves still unengaged—in fact, the Italian Prime Minister on this day announced that Italian divisions were on the way to France. But the ultimate outcome of the battle was as yet unrevealed to the world, who followed this struggle with an intensity which cannot be forgotten, and recalled the worst days of the Marne campaign; and it was the recollection of the Marne time, which in the black hours held out the brightest hopes for the future.



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THE MAIN STREET IN ARMENTIÈRES WHICH SHOWS THE GREAT DESTRUCTION IN THE TOWN CAUSED BY THE GERMAN BOMBARDMENT

# CAN THE GERMANS BOMB NEW YORK FROM THE AIR?

BY WALDEMAR KAEMPFERT AND CARL DIENSTBACH

[This article is not a romantic essay in pseudo-science, but the solid contribution of two men who have real reputations to sustain among mechanical engineers and scientists. Mr. Kaempfert is editor of *Popular Science Monthly*, and is widely known as a well-informed and exact writer on scientific subjects. Mr. Dienstbach was one of the first American students of modern aviation, and has made a notably careful study of each advance in the conquest of the air, wherever achieved.—THE EDITOR.]

**P**ICTURE to yourself an attack from the air on an Atlantic seaport—New York leaps to the mind—and at once you conjure up a fleet of slim, black super-Zeppelins raining death from a height of ten thousand feet. In the next moment you remember the vastness of the Atlantic Ocean, which has not yet been traversed by aircraft. Your momentary fears are dispelled. The foremost aeronautic engineers of Germany reinforce your conclusions. Did they not discuss, last summer, the possibility of a Zeppelin's voyaging across the ocean, after the war, and did they not decide that if all useless cargo were to give place to fuel, New York might be reached, but only if no severe storm were encountered? Evidently the feat is impossible, and that from the German standpoint. Transform the exploit into a daring military adventure involving more than the ordinary aeronautic risks, and the conviction becomes unshakable that New York is safe from Zeppelins. If the Germans themselves conclude that barely enough fuel can be carried for one crossing, how can the vessel ever return? Besides, bombs must be transported. Even for an attack on London, gasoline is sacrificed for high explosives. A bombless Zeppelin setting out from a German base and hovering over New York is a military absurdity.

## ESTABLISHING A BASE OF SUPPLIES

But the case of the Zeppelin is not to be so easily dismissed. A secret base of supplies must be established. Where? Clearly, not on the Atlantic seaboard. Perhaps in the ocean itself? Suppose the airship were to set out with a full equipment of bombs, and suppose that it were to meet in mid-ocean a capacious, cargo-carrying "mother" submarine of the *Deutschland* species—might it not

be possible to refill exhausted reservoirs? New supplies can be easily and quickly shipped. All Zeppelins have electric winches, by means of which tanks can be lowered and raised in less time than a safe is hoisted from the sidewalk to the fifth story of a New York building.

It will not be necessary to provide tanks or steel bottles for replenishing the gas supply of the huge dirigible, for the simple reason that the leakage of gas would not be very great. Zeppelins remain in their sheds for a month and more, and lose so little gas that the pressure within their envelopes is easily brought to standard requirements by an occasional brief connection with the gas tanks. Moreover, it must never be forgotten that a Zeppelin flies like an airplane when it is driven at high speed. In other words, the air pressure beneath its huge bulk has a tremendous lifting effect, so much so that a Zeppelin can rise at a far steeper angle than an ascending airplane can assume. This very aerodynamic lift, to use a technical phrase, enables the navigator to compensate for such slight leakage as may occur at great heights.

But a rendezvous is a necessary prerequisite, and appointments in mid-ocean cannot be kept punctiliously. A delay would involve the risk of being discovered and thwarted in waters almost constantly plowed by merchantmen and convoying warships. A meeting might be effected without much loss of time if a Zeppelin could heave to in a given latitude and longitude as easily as a submarine. Over Europe a Zeppelin's commander always knows exactly where he is, because he is in periodic communication with two widely separated German radio stations. In mid-Atlantic only the signals sent out by Nauen could

reach him. If there were at least one German radio station in Southern Europe as powerful as that of Nauen, the task of picking up a submarine in mid-ocean would be simplified; for it would involve merely the application of those principles of radio trigonometry with which every Zeppelin commander is thoroughly familiar. He is thrown back on the traditional navigator's instruments. To be sure, the sextant can be manipulated on a Zeppelin as easily as on a steamer, and more frequently; but before two astronomical observations can be advantageously utilized, the giant bubble of gas may drift so far that the submarine may be missed time and time again. These repeated efforts to effect a meeting must be paid for in fuel.

The conclusion is forced upon us that even the chance of reaching New York in stages is slim. When the difficulties of re-provisioning the airship in mid-ocean are pointed out, it becomes apparent that even with the assistance of a *Deutschland*, a Zeppelin could hardly hope to bomb New York.

#### THE LESSER ANTILLES—A POSSIBLE METHOD OF APPROACH

We have assumed, thus far, that a northerly parallel of latitude would be followed and that for lack of a base on the North American shore, the attempt of a Zeppelin to reach New York with a full load of bombs is not likely to succeed. What if the Atlantic were to be crossed on a southerly course? Are the chances of establishing a refueling station in the South any better? Assume that the craft starts out from Pola, on the Adriatic. It drops to an isolated spot on the barren coast of Morocco and refills its tanks—a performance quite possible along that sparsely inhabited stretch of land. Rising once more and speeding toward the Atlantic, which way would the commander lay his course? Straight for the Lesser Antilles, like a buccaneer of the eighteenth century. Among the hundreds of coves that indent the islands and that sheltered the looters of the Spanish Main in their time, a haven could be found where a submarine might lurk with explosives and gasoline. It is even conceivable that a base might be established in Mexico. The coast of that country is not too well patrolled, and among a people not yet brought under complete subjection by the present government, friends enough could be found to further a German enterprise.

A nation which has not hesitated to build and equip a submarine for the purpose of running the British blockade and trading coal-tar products with the United States for nickel and rubber, a nation which has even built a gun with a range of seventy-five miles for the sole purpose of displaying its technical supremacy in the manufacture of military weapons, might deem it worth while to convert this possibility into a sensational reality. By voyaging at a well-chosen level the trade winds could be utilized to reduce the fuel consumption. An attack on the United States by a Zeppelin operated from a West Indian base must of necessity be a desperate maneuver; but futile as it must be from a military standpoint, it is nevertheless feasible.

What then? What would be the range of a craft, freighted to the utmost with those terrible bombs that have been dropped on Antwerp, Bucharest, Paris, and London? Washington, the very brain of the country in this critical time, might sustain some injury. Even New York might learn what it means to have bombs dropped from the sky into its densely packed streets or on its congested wharves, if the Zeppelin's commander were to burn his last drop of fuel and then descend and fire a flaming bullet into the inflammable gas with which his envelope is inflated.

#### BAD WEATHER—THE AIRCRAFT'S FOE

Not more than one attack could be made even on the city most accessible from the Caribbean Sea or the Gulf of Mexico. A super-Zeppelin of the highly developed type that has become familiar to the Allies through the fortunate capture of the L-49 last year, must sooner or later return to its harbor or shed, a huge, especially built structure with a complicated equipment for mooring the great hull on flat cars or boats and guiding it to shelter. A quick return must be made to Europe after a single raid. Now the voyage from Pola, the attack on Washington, the return to the Antilles for fresh fuel, and the home voyage would require at least ten days. The safety and success of the enterprise, therefore, depend entirely on the weather. Zeppelins have been wrecked time and time again by sudden and terrific winds. The guiding minds of so bold and undertaking must therefore calculate the meteorological chances for and against success. Under no circumstances must God fail the Kaiser. Atmospheric

cally considered, the United States from the Gulf of Mexico to Maine is a region of gentle winds in summer—a startling meteorological contrast to the rain and wind that prevail during a German summer. But we, too, have our sudden storms. Is it worth while to run all the meteorological risks for the sake of driving the people of an American city to their cellars? Only the German General Staff can answer. A gambler's chance would have to be taken; but even gamblers occasionally succeed, especially when they are bold.

#### THE CASE OF THE GIANT SEAPLANE

Less favorable, if anything, than the case of the Zeppelin, is that of the trans-Atlantic seaplane. Although the exploit of a Handley-Page machine in flying from England to Constantinople in order to bomb the *Goeben* will live as one of the most brilliant exploits of the war, the truth is that a huge flying machine has not the radius of a Zeppelin. The longest flights without stop have thus far been made by lone pilots in rather small machines. The longer radius of large planes is deceptive. It is attained by reducing the number of the crew. Proportionately, the four men who man a German Gotha bombing plane weigh less than the single man who pilots a small long-distance flying machine; but even if these four men were reduced to one, not very much more fuel could be carried, relatively to the fuel required by a mammoth plane. Compared with the giant Zeppelin, the large plane has chiefly speed in its favor—speed which is a kind of insurance that favorable winds will continue as long as the voyage. It was only after “re-coaling” as it were, only after alighting several times, that the Handley-Page was able to reach Constantinople and to carry a great load of spare parts and tools. The airplane has the limitations of a locomotive; the Zeppelin has some of the advantages of a steamer. A locomotive must be re-fueled more frequently than a ship; so must an airplane.

It must be admitted that the Atlantic could undoubtedly be crossed at the present time by the giant Handley-Page machines of England, the huge Capronis of Italy, and the mammoth Gothas of Germany—but only if bombs are left behind.

If a Zeppelin cannot hope to cross the Atlantic with both an adequate supply of fuel and of bombs, if a Zeppelin cannot be sure of meeting a “mother” submarine in mid-

ocean, the possibility of bombing New York with a “Gotha” of the largest size that Germany has thus far built seems positively fantastic.

It is even harder for a seaplane than for a Zeppelin to meet a “mother” submarine in mid-ocean. Unlike the dirigible, the plane would be compelled to descend to the surface in order to re-provision itself. The water must be smooth. In a rough sea the task of taking on fresh fuel becomes difficult, if not impossible; the preliminary run without which an airplane cannot be launched into the atmosphere cannot be made. Even if the weather be fair but the sea choppy, the plane must stay aloft and perhaps exhaust what little fuel may still remain in the tanks. Contrary winds would hamper the craft as much as they would a Zeppelin, although her greater speed would enable her to stem them more readily. Still, delay would be more fatal because of the seaplane's more limited fuel supply. The giant dirigible can afford to lose time; it actually saves fuel by reducing speed. A seaplane's effective radius depends entirely on speed; it cannot lose a minute on a transatlantic voyage; it can save no fuel by slowing down. The trade winds, comparatively gentle as they are, would add but little to the seaplane's speed, but appreciably to the Zeppelin's radius.

Since the limitations of the giant transatlantic seaplane are more pronounced than those of the Zeppelin, since a base must be found for the seaplane as well as the Zeppelin, the Lesser Antilles again suggest themselves as the site of a secret supply station. From his secret haven he vaults into the air, and heads either for New Orleans, Galveston, Jacksonville, or some other Southern port, or perhaps for the Panama Canal.

On the whole, the seaplane is most imperilled while flying over the ocean; the Zeppelin after it has arrived at its Southern base. Both seaplane and Zeppelin must reckon with the weather. There is at least one chance in ten that either type of vessel could operate from the Lesser Antilles, and one chance in fifty that it would be able to return home in safety.

#### WOULD A SEAPLANE COÖPERATING WITH A “MOTHER” SUBMARINE SUCCEED?

A prudent General Staff will decide that the odds are against the use of transatlantic aircraft. What if submarines alone were to be relied upon? What if a *Deutschland* were to transport a dismounted sea-

plane in its hold, assemble it on its deck when near these shores and launch it for an attack? The Germans build their huge Friedrichshafen sea planes in sections so that they may be readily transported to the coast of the North Sea. At their destination the planes are assembled and then sent forth to raid English towns. But it takes time to assemble even a Friedrichshafen seaplane—many hours in fact. It is doubtful, too, if the sections could be fastened together on the low, narrow deck of a submarine over which waves break at frequent intervals. On the other hand it would not be a severe test of ingenuity to design a platform which could be quickly erected on the deck, nor a seaplane which could be assembled more readily than the Friedrichshafen type. Much, again, depends on the weather. But fifty or a hundred miles off the Atlantic coast, one day is often as calm as another. It is conceivable that a single submarine might assemble and launch as many planes as it could carry; the number would depend entirely on the capacity of the vessel. If there is any truth in the report published early in April that the Germans are building submarines of five thousand tons displacement—vessels which can actually engage a small cruiser or destroyer on equal terms—the chief technical difficulty of assembling the craft vanishes. Such a submarine might carry a whole seaplane on its deck and the parts of three more below.

Far more practicable than the dispatching of Zeppelins or seaplanes to a Southern base, is this plan of employing the submarine. When it is considered that the *Deutschland* on her two voyages to this country was not even sighted, it is not too much to suppose that the tedious process of assembling a plane may be carried out without necessarily involving discovery. The hull of a submarine lies low; it is scarcely visible five miles away.

If Boston, New York, Washington, Baltimore, or Norfolk are bombed by craft thus transported—and the possibility is incontestable—it must be at the sacrifice of the seaplanes employed. If a bombing seaplane were to succeed in picking up its submarine mother, the process of dismembering the craft would be difficult and perilous. Armed patrol boats, destroyers, all the fastest vessels that could be summoned for hundreds of miles by wireless, would scour the coast for the aerial raider. Only by a miracle

would he escape. And yet, although his return to the submarine is a possibility too remote for serious consideration, although a bombing pilot's attack would probably end in capture or death, who can deny that New York may be thus bombarded? Lives and machines are not reckoned in waging war. Because an enterprise is suicidal, it is not impossible.

#### THE "WOLF'S" SEAPLANE MIGHT HAVE BOMBED US

If we can imagine New York bombed by a seaplane transported within striking distance of our Atlantic cities by a submarine, is it asking too much to imagine an ordinary steamer, a sea raider perhaps serving as a thoroughly practical "mother" ship? At once the reply leaps to the tongue: The blockade of the North Sea must be run, and the certainty of capture by swift British or American warships must be faced. To this there is one crushing rejoinder. Only a few weeks ago the last of the German sea raiders, aptly termed the *Wolf*, returned safely to her home port after wreaking havoc on the high seas. She is one of several German steamers which have successfully eluded the hundreds of vessels that swarm in the waters of Northern Europe and the Northern Atlantic Ocean. But the *Wolf*, so far as we know, conducted her devastations more efficiently, more methodically than the *Moewe* and other predecessors of hers. She actually carried a seaplane, with the aid of which she located her prey. We wonder if any Government official shuddered in alarm at what might well have happened. Who knows but New York may have been in actual danger? There is no technical reason why the commander of the *Wolf* might not have ordered his plane to fly over Washington or New York and to destroy what it could.

A German raider, to all appearances an ordinary merchantman flying a neutral, even an American flag, can carry more than one seaplane. Awaiting a moment when the water is very smooth, the craft is dropped over-board. How much easier is this than the more difficult feat of erecting an assembling platform on a submarine? To be sure, the risk of being discovered is ever present; but if it is incurred by a *Wolf* bent on commerce-destroying, it may also be incurred by a *Wolf* bent on bombing American cities. No technical difficulties need be overcome; only courage and luck are needed.



#### THE POSSIBILITIES OF SUBMARINE AND CAPTURED STEAMER

The risk of sending out a raider like the *Wolf* is always formidable. On the other hand, submarines easily run the British blockade. Suppose we substitute a submarine for a *Wolf*. What is to prevent a submarine loaded with seaplane sections from capturing an English or American steamer in the Atlantic? From transferring a crew to the prize as well as the seaplane parts? Why should not such a captured ship and its seaplane become a menace to the Atlantic seaboard? To all the objections that may be raised, there is always the sufficient answer: The Germans have captured steamers on the high seas and used them as commerce-destroyers, and the *Wolf* carried a seaplane. Combine both plans, and the danger that threatens New York and other coast cities becomes very real, very alarming.

New York is not so easily defended as London. A far greater number of batteries and searchlights would be required. Even if the necessary batteries have been mounted—and as yet we have seen no signs of such activity—the defenses could not be moved as far from Manhattan as they have been from the heart of London or Paris. What is more, the guns could be more easily evaded by a daring and skilful man in a fast seaplane-bomber.

#### NEW YORK—A SHINING MARK

How helpless is New York! Stand on the narrow platform that encircles the top of the Woolworth Building, and you behold the city almost as it appears to an airman flying lower than is his wont. How easily you recognize the clearly defined topographic features of the metropolis! There is the harbor, Governor's Island, and the Statue of Liberty enlightening the world. Here is Manhattan, a thin tongue protruding into the harbor and washed on either side by the Hudson and East Rivers. Across the Hudson you see Jersey City and Hoboken; across the East River, Brooklyn. A map is not half so easily read. You couldn't lose your way if you were the pilot of an aerial vessel—couldn't even at night. London, Paris, Berlin, must be scanned for a long time if their principal landmarks are to be identified from on high. New York identifies itself to one who has but glanced at a map. London has its docks on the Thames; but they are not comparable in extent or im-

portance with those of New York, or in accessibility from the air. Nor is the Thames like the Hudson—a long, lake-like expanse over which a seaplane can glide faster than any express train. Absolute inky-gloom never prevails, even on a moonless night. Water is always distinguishable by its sheen. And New York is a port—a city of great water expanses.

So, the heart of New York, which is the island of Manhattan, is literally cut out for the eye to gaze upon, by the Hudson and East rivers, and the harbor itself. Imagine a seaplane launched fifty miles out at sea and manned by a former officer of a German transatlantic liner, a man who knows the city and its surroundings as well as he does his own pocket. He reaches lower Manhattan. He flies low to escape the fire of any guns we may have mounted to beat off aircraft. Skimming fifty feet above the docks that line the shores of the Hudson and East rivers, he releases his bombs—incendiary bombs which would set the entire water-side aflame. The projectiles have the motion of the machine and travel at first horizontally. He has only to direct his plane as if it were a gun at the particular wharf which he desires to hit. He cannot miss. Have we not read of the sudden downward swoops made by the airmen of Germany and the Allies on the helpless men in the trenches? The massed fire of rifles is of no avail in stopping such a descent. Have we not read how the flyers as they come spew death from machine-guns fired head-on? These tactics are far safer than those in which a man must indulge in fighting an adversary three miles in the air, or when dodging shrapnel hurled at him by anti-aircraft guns during a reconnaissance trip over the enemy's lines. If a pilot were to fly over New York or its harbor at any ordinary height, he would surely be hit by gunners who would concentrate their fire upon him from widely scattered points. But let him skim over the water at high speed, let him twist and turn as erratically as a swallow, and he is safe. Nothing would oppose him but the futile rifles of the river guards.

Surely, enough has here been presented to prove that non-combatants at home may yet experience some of the horrors that have been visited on Paris and London. The attack may never come. But if we cherish the illusion that New York and other coast cities are safe from aerial bombardment, we live in a fool's paradise.

# FROM COLLEGE DEAN TO WAR EXECUTIVE

## I.—FREDERICK P. KEPPEL OF COLUMBIA

BY LEVERING TYSON

**A**S Columbia University has relied chiefly upon personality in determining the worth of members of the administrative and teaching staff, her history is an intertwining of the biographies of a succession of men who have compelled recognition of qualities which have ever won for them and for the University a prominent place in the life of the city, state, and nation. From the days of John Jay, Robert R. Livingston, Alexander Hamilton, and De Witt Clinton, through the period of the early eighties down to the present time, this has been true. Frederick Paul Keppel, recently appointed Third Assistant Secretary of War by Newton D. Baker, after an almost unbroken period of service at Columbia since 1894, is now in a position to offer to the Government the experience acquired in the service of an institution from which so many men have gone into the national service in the past.

He was graduated from Columbia College in 1898 and received the degree of A.B. For two years after graduation he served with Harper and Brothers in an editorial capacity. The next two years he was Assistant Secretary of the University, beginning his administrative and executive training while Seth Low was Columbia's President. When Nicholas Murray Butler succeeded Mr. Low early in 1902, Mr. Keppel had already been made Secretary of the University, and he soon demonstrated his seemingly innate ability to get things done expeditiously, meeting every situation strictly on its merits and having an uncanny faculty of sending everyone away in a happy frame of mind whether the inquirer got what he wanted or not. To anyone who knows the variety of demands which can emanate from an academic community, and who is familiar as well with the diversity of temperaments which give voice to the demands, it will be immediately apparent that Mr. Keppel's training was as

good a preliminary as could be secured anywhere for the task which he voluntarily assumed a year ago in Mr. Baker's ever crowded and tense anteroom.

About the time Mr. Keppel began to make his presence felt in Columbia's administrative circles, the late Dean Van Amringe, loved by many generations of Columbia men, began to grow old, or at least as old as anyone can grow who is endowed with the spirit of eternal youth. The academic authorities had to think of someone as his successor, providing against the time when age would make his retirement necessary. The importance of devoting individual attention to the individual student was becoming more and more recognized as a principle to be followed in Columbia College, and it was in recognition of the need for the big brother type of Dean on the one hand and on the other of the presence on the University staff of one who had the administrative experience and the necessary academic training, that Mr. Keppel was chosen. The selection was an unusually happy one. Columbia alumni had been saying for years, "God help the man who has to follow Van Am"; at the first public alumni function which "Van Am's" successor attended a storm of applause greeted the chairman's statement that "the mantle of Elijah has fallen upon Elisha." Thus quickly did Mr. Keppel win his way into the hearts of the older and the younger Columbia.

Successful as he had been as Secretary of the University, as Dean of the College he was even more so. Big brother he was indeed to all his students, for his own undergraduate experience had not yet faded into a dim and distorted memory; he was still able to grasp the student point of view and this gift made him immensely popular with the undergraduates and what is more



FREDERICK PAUL KEPPEL  
(Third Assistant Secretary of War)

important, with their parents. Through the latter he extended the College's and the University's usefulness to an older genera-

tion. His popularity increased and expanded to the alumni ranks.

The general satisfaction with which Mr. Keppel discharged his many executive and administrative tasks at Columbia at a time in the University's history when she was undergoing her greatest development is the best evidence of the wisdom that prompted his selection to a high administrative post in Government circles. His consideration of individuals, a trait acquired by constant contact with young men whose problems while relatively small were nevertheless real; his loyalty and enthusiastic devotion to any worth while project, a characteristic if not inborn, certainly developed in a wholesome academic community; and an unusually pleasant personality, have all combined to make him a prominent figure in the university life of this generation. A recent compilation shows that Columbia has contributed ten thousand alumni and students to the Government service. Mr. Keppel is not only the product of the spirit which prompted such a marvelous response to the nation's call, but he stands out as the best type of university bred men who in such large numbers, not only from Columbia, but from all institutions in the land as well, are assuming the arduous duties and great responsibilities of America's share in this world crisis.

## II.—DEAN KEPPEL IN THE WAR DEPARTMENT

BY DONALD WILHELM

**C**OLLEGE deans, after all, are *not* a race apart. They are the lifters-up from sub-depression of sub-freshmen, and the takers-down of sophomores, to be sure; but theirs, nevertheless, is the study of human limitations, and that study is the source of all tact and sympathy and understanding. Even the Government, for their gifts, has recognized them. Dean Schneider, of the University of Cincinnati, to illustrate, is the head of the industrial division of the Ordnance Corps, a task requiring infinite tact and insight into human beings, such tact and insight as no man who has not studied young as well as old can have. Dean Gay, of Harvard, is plying his unusual faculties in the Shipping Board, and, like the pediatricists, or child doctors, seems habituated to remain-

ing young. Assistant Dean Castle, who frequently has been a friend to young enemies of Cambridge traditions, is, now, the establisher of communications between all American wounded and their kin.

These men have been chosen for their tact and sympathetic understanding.

And there is Dean Keppel, of Columbia College, who, all these months since June, has been moving busily and successfully, with quick and even and almost joyful stride, in and out of the grim and grey old corridors of the War Department, in and out of the rooms and councils and problems there, and, from caller to caller—from Congressman to Captain and Critic to Colonel—in that room of all sorts of callers, the Secretary's Reception Room.

Many of these callers have marveled at the Dean's honest diplomacy. And it *works*, they say. They come, some of them, to criticise and they stay to admire. It is a fact that one of them said to the writer: "I'm the buffer in a big corporation. I'm the assistant to the president—kind of an official harmonizer of all discordant elements—goat, sometimes, I'm told. I thought I was a real shock absorber, but Mr. Keppel—"

"—he's a Dean," I interrupted.

"Well, *that's* where he learned, is it?"

And another asked, what is more in point in this article, if it isn't possible that something in the wonderful spirit of the army got its origin in the office of the Secretary, and something of its wholesomeness from the Secretary and *his* Dean.

Probably it did. Certainly it were strange if it did not. Likely it is simple recognition of the fact that led to the nomination, now confirmed, of Dean Keppel as Third Assistant Secretary, the duties of whom, to quote the official letter from Secretary Baker to Congressman Dent, chairman of the Committee on Military Affairs, are "To have charge of the life of the soldier in *all of its non-military aspects*," which means, simply, that he will be Dean of an "undergraduate body" bigger by far than all the universities in the world combined.

"He will have especial supervision for the Secretary of War," Mr. Baker went on, "of the various training camp activities dealing with vocational education and the administration of such problems as are presented by the very helpful activities of the Y. M. C. A., the Knights of Columbus, the Army chaplains, the recreational and hospital and health service of the camps."

Which means, simply, that at last the Government is going into the realm of what heretofore have been, necessarily, quasi-private problems of social betterment. It means, broadly, that the public is going into the private charities; recognition, therefore, of the work of that band of scientists called social workers, and the beginning of the end, likely, of many of our social woes.

And the Dean comes by his leadership naturally. Certainly he has demonstrated, in his book on the undergraduate, and, more notably, even, as the Secretary's even-handed aide, that his interests are in young people.

And meanwhile there were other social agencies busy, all as if in preparation of co-

ordination by the Government in a wonderful plan that is sure to come some day.

The Red Cross, guided in some of its departments by students of human hopes and limitations such as Director Persons, of the Home Service Section, who long had taught at the New York School of Philanthropy, soon saw that no soldier could shoot straight unless his family were free from the wolf at their door.

The War Risk Bureau, likewise with its eyes on the problems of reconstruction, made careful provision, in ways freely described by Dr. Lindsay in the April REVIEW OF REVIEWS, for the returning heroes.

And the Surgeon General's Department is developing a program to care for every man with anything of disability—"a plan," says Lt.-Colonel Frank Billings, of Rush Medical College, who was one of the American Mission to Russia and is now on General Gorgas' staff, "to make the blind see, the lame to walk, the deaf to understand; a plan, in a word, not only to restore men to health, but to restore them functionally as well to places in life and industry."

There are other agencies that are relating themselves to this huge and inclusive reconstruction program, which becomes more striking and providential when contrasted to reconstruction after the Civil War.

These agencies are alike in having as the major premise of success the fact that additional education can make up for additional disability; that Science, which makes modern war terrible, can nevertheless be used to overcome the results of war; that all the multitudinous efforts in America toward the realizations of our social aim, lend themselves to the leadership of the Government, and to the leadership of an experienced dean with a wide interest in social betterments.

It has not been determined that work of the Red Cross or other agencies not referred to in Secretary Baker's letter, shall be consolidated with those specifically mentioned. But it may be conjectured that they will be related; and the mere fact that non-military aspects of the soldiers are to be brought into the province of Uncle Sam is a long step toward eventual coördination.

That, in itself, is of vast significance.

And the selection of a dean to make the beginning step is of analogous significance.

And the selection of Dean Keppel hardly much less.

# MAKING DEMOCRACY EFFICIENT

THE OVERMAN BILL AS AN OPPORTUNITY

BY FREDERICK A. CLEVELAND

**I**F it is not "gassed" or "mained a'bornin'," the people may wake up some day to learn that the Overman bill is one of the most significant proposals since 1789. It has been called a war measure, but the war has only put the Government to a test, which shows up its fundamental defect—a defect that President Wilson pointed to more than thirty years ago in that keenly analytical essay entitled "Congressional Government."

The Overman bill is more than a war measure because any statute which gives to the President the power to reorganize an executive and administrative machinery, under the circumstances, has the force of an amendment to the Constitution. It has this force because it gives back to the executive constitutional powers which, with his own consent, were taken away from him by statutes running back over a long period of years—such a long period of years that they have taken the place of the Constitution. Nevertheless these changes have been brought about by statute law and are changeable by statute. The bill, if passed, will give back powers which are absolutely essential to effective, responsible, democratic government—unless, it should be said,—unless this is rendered ineffective by the continuation of a procedure in Congress that has had the effect of annulling the Constitution.

## *The Cabinet and Congress*

In view of the fact that this procedure has a force that in the past has inverted the position of the executive, one added provision should be written into the bill—a clause should be added which would enable the President and the Cabinet to appear before Congress in an open, public way—in fact members of the Cabinet should be required to appear before Congress meeting as a "committee of the whole" to take up all matters initiated by them having to do with finance and administration.

It has been frequently stated that the establishment of a responsible form of Cabinet administration would require an amendment to the Federal Constitution. I submit that this can be brought about without even a change in statute law—simply by changing the rules of the House. If Congress were to change its rules so as to permit—and if necessary by statute require—the Cabinet to appear before it on public matters, as has been suggested, if the rules were so changed as to give priority to executive measures and a Cabinet member were required to appear personally before the House sitting as a committee of the whole to explain and defend, we would have the means of making the Government responsible.

Let us suppose, for example, that a majority of Congress refused to support the measure or measures urged by the President! What would happen? What could happen? Either the President would be forced to bring in an amended bill or proposal or he could be forced to reorganize his Cabinet at any time that a majority of the representative body was against him. If the rules were so changed that he or his Cabinet would be required to assume leadership, if the President were required to have men around him that would stand or fall on their ability to command the respect and support of a majority, the executive would be both responsible and responsive, no matter how much power might be given to him. We would have an executive who could be given the greatest power to direct because he could do nothing if he did not have a majority back of him. Congress, at any time of emergency, could force a coalition Cabinet, a Republican Cabinet, or any other kind of Cabinet, as a condition of granting supplies. The point that I make is that the principle left out of the bill is more important than the bill itself, for everything that is proposed in the bill would necessarily follow.



*Is It Undemocratic to Have Leadership?*

Senators, both Democratic and Republican, are spending long, tedious hours telling why they are against the Overman bill: "It is dangerous to put so much power in the executive." "It would make the President the most powerful autocrat the world has ever known." "It is undemocratic."

In this discussion the eye is not turned to France, where millions of men fighting for democracy are being imperilled for lack of something—something that the Hun has with him, and which he accepts from his leader as "*Gott mit uns*"—something that we have not and which we are told is "undemocratic." We are taught that it is democratic to be shiftless—unprepared; that the institutions of democracy can run on successfully without strong leadership; that it is not dangerous to have executive departments, all the processes of administrations dominated by forty or more irresponsible Congressional committees, the leadership of each of which is fixed by the principle of seniority, and whose interest it is to preserve and augment for their own power at the expense of the executive; that it is undemocratic to have the President and his Cabinet walk up the front steps of the Capitol and in full sight and hearing of the nation to go before the people's representatives to present matters of public business—to tell what the Government is doing, what it proposes to do, and explain their needs for funds. We are also told that it is quite democratic to have several hundred bureaus, bound up with red tape to a degree that renders the executive helpless in dealing with these forty-odd committees (the real Congress) by back-door approaches, giving an account of their stewardship and settling questions of policy behind closed doors with persons who are answerable only to a local constituency which looks to these committee-rooms as places where their representatives can go to get what is coming to them.

*Two Kinds of Administrative Machine*

The engines of democracy are now being put to test in a very practicable way. In this war, the most powerful political machines are being tried out, not alone for war purposes, but for productive uses as well. Generally speaking, these engines are of two types: (1) The type developed by a patronized Prussian autocracy; (2) the type developed by the builders of democracy. The efficiency of the first type has been demon-

strated. When the war broke out this was all tuned up; it was tuned up for making the most of the resources of the German people on the war front and behind the fighting line.

It was not until this machine, Juggernaut-like, had crushed its way through Belgium and northern France that the democracies of the world knew what kind of competition they had to meet. For the first time they saw a strong, united people in arms to a man, two Germanic empires bound together by blood ties and well organized for carrying out of every detail of a plan of military contest. They found them quite as well organized to carry on every detail of commercial and industrial activity on a national scale, well equipped and under able leadership—a leadership built up and tried out through half a century of vigorous discipline in institution-building. This is what democracy must compete with and win out against or accept defeat.

*Five Essentials of Sound Administration*

If we are to think sanely about the Overman bill, it must be with an appreciation of principles of political organization that make for strength in public service as well as effectiveness for democratic control.

At the risk of appearing didactic, I am going to repeat what have seemed to me to be the essentials of successful management. They are these:

(1) *Strong Executive Leadership.*—The stronger the better, the strongest that democracy can produce, with no limitations or inhibitions so long as this leadership has the support of those who are served.

(2) *A Well-Disciplined Line Organization.*—An organized personnel as large as may be needed to execute orders, to do the things that the people need to have done without human or material waste.

(3) *A Highly Specialized Staff Organization.*—An organized personnel, trained and set aside to study and report facts and conditions that must be taken into account by the leadership; where those who are responsible for direction may obtain the best possible basis for the exercise of discretion, developing a management made intelligent through staff knowledge as well as made strong through line discipline.

(4) *Adequate Facilities for Inquiry, Criticism, Discussion and Publicity by a Responsible Personnel Which Is Independent of the Executive.*—The making of the representa-

tive body a real forum with full opportunity given to a responsible, critical opposition under the leadership of persons who are well trained in the public service, a leadership as strong as that at the head of the executive.

(5) *The Means of Effective Control in the Hands of the People and Their Representatives*.—A control through which at any time, simply by adverse vote, the sceptre of power can be taken away from the executive and put into the hands of another without loss of line discipline, staff knowledge, or managerial experience, without loss of an ounce of efficiency, enabling democracy to change engineers at any time without stopping or slowing down the engine.

The first three of these are the essentials of an efficient government. The last two are the essentials of democratic control.

Now let us appraise the great engines of national accomplishment for peace and war that have come forward for the test.

The builders of the Prussian political engine used the first three principles only—they had no interest in democracy except to crush it. The Prussian war lords kept out of the German constitution the principles which made for democratic control—their leaders gaining loyal support and contentment of the people through a paternalistic service in the same way as did the head of the family under the old Mosaic law—by developing a culture which left no alternative open to the individual other than to accept this benevolent paternalism enforced by a penal practise that because of its added horrors has become known as *Schrecklichkeit*.

#### *Britain Left Out the Second and Third*

Great Britain, in building up her imperial organization, has stressed the first, the fourth, and the fifth of these principles. Britain has provided for political leadership. But she has from the first insisted that this leadership shall be responsible, and therefore the attention of British statesmen has been devoted primarily to expedients which will insure democratic control. Because of her national strength, because of her predominance, because of her control over the sea, however, it was not until the beginning of this war that Britons were made to see the necessity of utilizing the second and third principles—the necessity of providing for a well-disciplined line for operating her national activities and a well-trained scientific staff to assist in executive direction.

#### *France Used All the Principles*

France had developed an engine in which all five of these essential principles of political mechanics were used to good effect, but she was late in seeing the need and had not the human or material resources to build large enough and strong enough to compete successfully with the Prussians, and it was only through brave Belgium's sacrifice that France was saved from destruction.

Russia provided for leadership, but did not make it strong, and neglected all four other essentials. It was nothing but her mass, weight, and size that held the Prussian war engine on her border for three and a half years.

#### *America Has Left Out All of Them*

America has developed a type of engine all her own—one built in disregard of all of these principles of successful organization and management. The fact that the opposition is now banking on in the effort to talk the Overman bill to death is this—that the most conspicuous thing in all American political history is fear of strong executive leadership. For this reason, we have not developed a well-disciplined line organization. We have not developed a strong, intelligent staff—in fact, this is a thing impossible without strong executive leadership.

We have not developed adequate facilities for independent responsible inquiry, criticism, discussion, and publicity, because the initiative is kept in legislative committees. We have not developed means of effective control in the hands of the people and their representatives, because we had an irresponsible executive.

#### *Can We Make Our Democracy Efficient?*

With these known requirements and defects, we now have before us in the Overman bill the largest, the most vital political question that we have ever had to decide. It is this: Shall we as a democracy so organize that our executive can effectively direct and use the forces and resources of the nation for common welfare ends—be they the ends of peace or war? Or, let us put the question more broadly: Can we and our Allies so far adapt and tune up our political machinery that we may demonstrate in actual competition with Prussian autocracy an efficiency that is adequate for self-protection, and at the same time make it consistent with the aims and purposes of democracy?

# MASSACHUSETTS IN ACTION

BY HON. SAMUEL W. McCALL, GOVERNOR OF MASSACHUSETTS

[The distinguished War Governor of Massachusetts sends for our readers the following summarized statement of the important steps taken by the Commonwealth to support the National Government in carrying on the war. While noting these official activities, the reader should also have in mind the great industrial capacity of the manufacturing towns in Massachusetts, where almost incredible quantities of cotton and woollen cloths, army shoes, munitions, and various supplies are being turned out for Uncle Sam's armies and navies.—THE EDITOR.]



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GOVERNOR SAMUEL W. M'CALL, OF MASSACHUSETTS

ON February 9, 1917, I appointed a hundred of the influential citizens of the Commonwealth as the Massachusetts Committee on Public Safety, and through them there have been initiated measures for the protection of the manifold interests of the State, its armed forces, and its inhabitants, during the prosecution of the war. I understand that the plan of this committee has been adopted in nearly every State in the Union.

The next most important step taken was the organization of the State Guard, under authority of Chapter 148 of the General Acts, approved April 5, 1917, for service in case of need in Massachusetts. This is composed of men not otherwise liable for military service, and takes the place of the militia men called into the service of the United

States during their absence from the Commonwealth, and they can, of course, be used for any purpose to insure the protection of Massachusetts and her industries.

The third most important thing, perhaps, was the enactment by the Massachusetts Legislature of the "Commonwealth Defense" Act, under authority of Chapter 342 of the General Acts, approved May 26, 1917, by which extraordinary powers were conferred upon the Governor during the period of the war, leading to the better protection of the Commonwealth and its inhabitants. This provides the Governor with absolute authority in case he wishes to exercise it in every way that can be thought of.

On March 13, a conference was called of the New England governors, to which Major-General Leonard Wood was invited, and problems affecting New England regarding the conduct of the war were discussed as well as methods of co-operation with the National Government; also New England war measures were decided upon.

The Federal Government being unable to fully equip the Massachusetts Militia, an Act was passed on March 19, 1917, Chapter 202 of the Special Acts, and \$1,000,000 was appropriated to properly arm and clothe the Massachusetts troops. This enabled the Massachusetts soldiers to answer the call of the Federal Government, and enabled them to be the first to go across the seas.

The Commonwealth also passed legislation providing for the dependents of the soldiers, and for additional pay for the soldiers themselves, and books for the soldiers. The cities and towns were authorized to pay employees engaged in the Federal military service the amount that they would have received had they remained in municipal service; in other words, the difference between their regular pay and the pay of the Federal

Government was made up to such employees.

Cities and towns were also authorized to make emergency appropriations for the conservation and distribution of food, and for other purposes incident to the war.

One million dollars was appropriated for emergency war expenditures during the recess of the General Court, and a sufficient sum of money was appropriated to maintain the State Guard.

The sum of \$30,000 was provided for the protection of the health and morals of troops in Massachusetts military camps.

Legislation was also passed increasing the powers of the Attorney-General in proceedings to protect the public against discriminations and other unlawful practices in the restricting of trade.

A committee was named for the purpose of investigating and settling strikes. Among the one hundred or more strikes that have been settled, or that have been stopped in their early steps, the most important, perhaps, are:

The Gloucester fishermen's strike, which threatened the food supply of the nation; the strike of 15,000 Lynn shoeworkers; the strike of the Boston & Albany and Boston & Maine employees, which threatened to paralyze New England's transportation facilities; strikes of Boston teamsters and longshoremen, and the threatened strike of the Boston Elevated Railway employees, which

would have tied up the transportation of metropolitan Boston.

Massachusetts has led in the matter of food conservation and conservation of fuel. New England was severely threatened during the winter with a fuel famine, but through the efforts of the Fuel Commission, New England managed to get along, and Massachusetts, although seriously handicapped, went through the winter without any great amount of suffering.

At the instigation of Massachusetts five sawmill units were organized and sent across the water to assist the soldiers in supplying lumber, etc., for war purposes.

Last year Massachusetts started the plan of having boys between the ages of sixteen and twenty-one help on the farms, and this plan has been adopted in a large measure by most of the States in the Union and has received the endorsement of the national authorities through the Bureau of Agriculture and that of Labor.

Massachusetts has helped the Federal Government in many other ways, and has responded generously to the various calls made upon it—for the Liberty Loan, and for other agencies working for the welfare of the soldiers.

She not only has done this, but she will continue to do that which she will be called upon from time to time to do by the Federal Government.



Photograph by Boston Industrial Development Board

#### BIRD'S-EYE VIEW OF BOSTON, THE MASSACHUSETTS METROPOLIS

(The figures on the illustration designate: (1) Commonwealth Pier; (2) city of Boston proper, the new Custom House Tower in the foreground; (3) Hoosac Tunnel Docks, Charlestown—Bunker Hill Monument to the right (midway between 3 and 4 is the Charlestown Navy Yard, which is working at top war speed); (4) Mystic Docks, where the steamers from Japan and China and many from Europe dock; (5) East Boston waterfront, site of the Cunard and Leyland line docks; (6) site of the immense new drydocks and the proposed "National Terminal," which will be the largest single building in the world. Boston's main ship channel, connecting all these docks, has a depth at mean low water of forty feet, leading directly through the islands in the harbor, which act as a bulkhead to Massachusetts Bay.)





THE FAMOUS "VICTORY" SHIPBUILDING PLANT AT SQUANTUM, A BOSTON SUBURB  
(In October last the site of this shipyard was a marsh, part of which was used as a field for the training of naval aviators)

# BOSTON IN WAR PAINT

BY GEORGE F. HINES

(Assistant Secretary, Boston Chamber of Commerce)

**B**OSTON is in the midst of a tremendous rejuvenation as the result of the war. Activities which were dormant or moving sluggishly before the United States entered the struggle have been galvanized into life by the mighty efforts of the Government to participate quickly in the conflict, with the result that if plans now under consideration materialize the capital of New England will take its place as one of the great embarkation points for shipment overseas.

Ever since participation by the United States in the war became imminent, New England manufactories, shops and mills have been working at top capacity, turning out supplies and munitions for the Government at a great rate. At first the resultant tide of freight was directed towards New York, but the difficulties in shipping that developed around that port during the winter compelled Governmental authorities to look for another large embarkation point, that would lend itself readily to quick shipment to France and England.

Being the natural terminus of New England railroads, Boston was chosen as the

port that offered the most advantages on the Atlantic coast, next to New York, besides being 200 miles nearer Europe than any other large Atlantic port. Immense developments are now under way, shipbuilding plants and docks are being rushed to completion, and before many months, Boston will become a landing place for Pershing's "bridge of ships" and an immense war port.

Within a radius of 150 miles from Boston are the centers of the textile and the leather industry of the country. Within this region, a large part of the guns, rifles, and ammunition which our boys will use against the Huns are manufactured. Everyone knows the history of New England shipbuilding. Its regeneration as the result of the war has been sudden, but gives great promise.

Probably the most important war establishment in Greater Boston at the present time is the Fore River Shipbuilding plant in Quincy, which is busy turning out a large percentage of the new ships for the navy. Within the past year the working force at this plant has been doubled, and the plant extended, till at present 12,000 shipworkers are employed there on from sixty to seventy





SCENE IN ONE OF THE GREAT FORE RIVER SHOPS

ships of all classes of construction. About 75 per cent of these ships are for the navy. Fore River is at present competing with the Union Iron Works of California, for the honor of turning out the largest number of ships.

One of the most wonderful accomplishments of the past year has been the building of the Victory Plant at Squantum, which cost the Navy Department \$9,000,000 to construct. Last October the 1500 acres which this establishment occupies was a marsh, part of which was being used as an aviation field for the training of naval aviators. To-day it stands a fully-equipped, substantial shipbuilding yard and before a month has passed, it will probably be in full operation, the biggest torpedo-boat plant in the world.

Censorship necessarily forbids revealing the many wonderful things that happened—the great obstacles overcome in erecting this plant in the short space of four months.

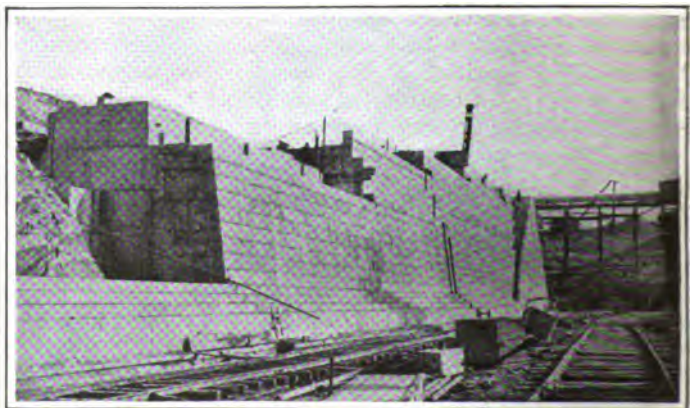
Suffice it to say that 4000 workmen put up the buildings, power-house, machine-shops, sheds, docks, and administration buildings, in the face of the bitterest winter that New England has ever undergone, suffering hardships that were almost intolerable, in record-breaking time. Situated at the mouth of the Neponset River, it is now a thriving industrial city, ready for the word that will doom the U-boat.

The first big obstacle that presented itself in building this big shipyard was the lack of convenient transportation facilities for the workmen to and from their work. The nearest car line, a one-track affair, was a mile away. Within two weeks after construction had started, the Government appropriated \$200,000 for a bridge across the river, connecting the plant with Boston and trunk street-car lines to all parts of the city. This new artery of travel, "Victory Bridge," has been completed for several months. Both

the plant and bridge are of substantial, permanent erection.

The sudden boom at Fore River and Squantum has resulted in an extremely difficult housing problem in Quincy. This embarrassing situation is already being smoothed away as the result of a \$3,000,000 appropriation for houses which the Government has just made available. At the present time, beds in the vicinity of both plants are literally working in three shifts, the crowding is so bad.

A few years ago the State started building a long-proposed drydock in South Boston which would be the biggest on the Atlantic Coast. When war was declared and it was seen that there would be a great need for just such a basin at Boston, the work, which had been allowed to slack somewhat, was begun again with renewed vigor. The Massachusetts Legislature has just appropriated



THE LARGEST DRY DOCK ON THE ATLANTIC COAST, TO BE COMPLETED AT BOSTON IN JANUARY NEXT

\$778,341 additional funds, so that it will be ready for use by January next. The excavation has been completed and a large part of the base and sidewalls finished.

The drydock is situated in a large stretch of made land, owned by the State, fronting on the harbor, and offering excellent opportunities for industrial development. When it became apparent that the United States would be drawn into the struggle, the Boston Chamber of Commerce, the Massachusetts Waterways Commission, and other public and quasi-public organizations took up the problem of how the port of Boston could be best adapted to war conditions. The Joint Port Storage Facilities Committee was appointed by Governor McCall, representing various trade organizations and the Waterways Commission. President Henry I. Harriman of the Chamber was made chairman, and Chairman John N. Cole of the Waterways Commission was made the representative of the State.

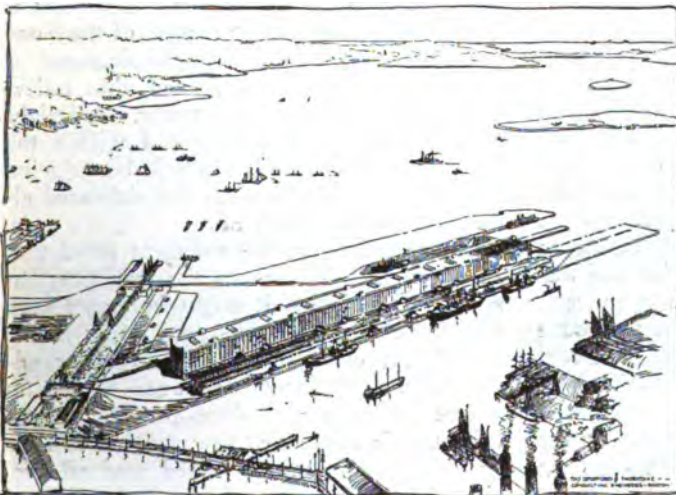
Frederick H. Fay, a well-known Boston engineer, and a director of the Chamber, was asked to study the situation, and report how the port could be best developed, and what would be the best site for a great railroad terminus and warehouse, which might be



OLD AND NEW BOSTON—CUSTOM-HOUSE TOWER IN THE BACKGROUND

needed. After an exhaustive study, the South Boston tract was selected as offering the best opportunities for immediate development, particularly in the neighborhood of the reserve channel, which is a deep, wide inlet, cutting into South Boston alongside the open tract. These plans were laid before the War Department, which responded by asking Mr. Fay to draw up plans for a gigantic dock warehouse with a two-story parallel loading shed, directly alongside the channel, the entire project to cost in the neighborhood of \$25,000,000. The original plans call for a storehouse, 2400 feet long, eight stories in height, the largest single building in the world, and capable of handling several ships at a time. The nearest approach in size to such a building would be the Louvre, in Paris.

It would contain about 2,500,000 feet of floor space, and the most up-to-date appliances for handling all kinds of freight in record time. The plan calls for modern factory construction, of permanent substantial character, so that the terminal could easily be transformed into factories after the war. There is a strong possibility that it will be seriously considered as a base for the Emergency Fleet after peace is declared. The Commonwealth has first op-



THE GREAT "NATIONAL TERMINAL" NOW BUILDING AT BOSTON





BRIDGE BUILT BY THE GOVERNMENT TO SHORTEN THE JOURNEY OF THE WORKMEN TO AND FROM THE "VICTORY" PLANT AT SQUANTUM

tion on the proposed terminal, if the War Department decides to dispose of it, because of the assistance it gave the project in transferring the land at a minimum cost to the national government.

Designed primarily to relieve congestion in New York, the terminal would be a "reservoir" of all kinds of supplies, with a maximum capacity of 5000 tons of mixed freight, inward and outward bound every day. Freight trains will run alongside the dock on the land side, the supplies unloaded on to motor cars and trailers, and then sorted and classified according to character in the building. It is planned that the cargo for an overseas steamer will be assembled on the loading shed before the ship arrives. At the present time this plan is in abeyance, awaiting acceptance by the War Department and the necessary appropriation. If the proposed warehouse, appropriately named the "National Terminal," is accepted it will mean a tremendous enlargement of facilities by the New Haven road to care for the hundreds of freight cars that will arrive at the storehouse every day. Two large classification and distributing yards are proposed. The railroad foresaw the coming development of the South Boston waterfront and a few years ago started enlarging the open cut through South Boston, from two to four tracks. The made land in South Boston is also the site of the new Fish Pier and Commonwealth Pier, the largest pier in the world, and practically every pound of freight to and from these

piers and to the New Haven freight sheds in South Boston must pass through this cut. The work is nearing completion and will be ready for the big stream of building supplies that will come when the War Department decides to start building the "National Terminal."

When war was declared, the Navy Department was offered the use of Commonwealth Pier, which it quickly accepted. It was transformed almost over night into a recruiting and receiving station for embryo sailors. Three thousand men are in constant training on the pier, dubbed the *U. S. S. Concrete* by the boys. They sleep in hammocks, get their meals at a model kitchen, and live exactly the same life they would lead aboard ship. In addition, the pier contains a big theater, bowling alleys, pool-rooms, libraries, schoolrooms, large administration offices, and gymnasium for their use.

Recruits from all over the country are constantly arriving at the station, receive their training in seamanship, and are shipped away to active duty on board a United States warship. About a mile away from the pier, the Waterways Commission, which is in charge of the land for the State, has laid out a training field, upon which the men are taught to march and drill.

A stone's throw from Commonwealth Pier is the new Fish Pier, which has greatly increased in activity as the result of the Food Administration's orders to conserve wheat and meat. Boston is the biggest fish port in the world, and practically all the fish that comes to Boston is landed at the Fish Pier, to be salted and packed for shipment all over the country. A trolley freight line is being built at the urgent request of the Food Administration to facilitate the shipment of fish throughout Greater Boston, thus relieving local freight and team traffic. A freight shed is being built nearby and within the next six months Bostonians will be enjoying the novelty of having their fish delivered almost directly by street cars.

If these facts are not sufficient proof that Massachusetts is alive to the war situation and its possibilities, it might be stated here that there is a bill in its final stages in the Legislature calling for \$1,700,000 for additional improvements in South Boston in connection with war development. When this sum is available, new streets will be pushed through, sewers placed, and all necessary dredging will be done.

There is hardly an activity in Greater

Boston that is not humming under war pressure. The Watertown Arsenal has been greatly enlarged during the past year, and is turning out many big guns for the army. Both Harvard University and the Massachusetts Institute of Technology have turned a large part of their equipment over to the Government. At Harvard is a special naval radio school, where hundreds of boys are being trained. A school for naval officers is also maintained by the Navy Department here, while the dormitories are packed with men in uniform. A ground school for army and navy aviators is maintained at Technology, also a school to train merchant marine officers.

Boston is the national center for recruiting the merchant marine. Young men are learning steamship navigation and marine engineering, to take their places in the new ships that the Emergency Fleet Corporation is building, on several coastwise steamers, commanded for the purpose.

The immense Ford Automobile plant in Cambridge has been turned over to the Army and is being used as a Quartermaster's Depot, employing thousands of clerks and workmen. With all these war activities as an inspiration, Boston has gone "over the top" in magnificent fashion in the Liberty Loan, Red Cross, Y. M. C. A., Knights of Columbus, and other great drives for funds. A warm and hearty welcome was extended to Joffre, the Prince of Udine, and the other Allied Missions, and even though New England suffered more in the coal shortage last winter than any other section of the country, and was for weeks on half-rations of sugar, these hindrances were not allowed to slow-up the "war-speed" which the whole section of the country has hit.

The Massachusetts Public Safety Committee is a story in itself. It was the first organization of its kind formed in the country when war began. Chairman James J. Storrow and Executive Secretary Henry B. Endicott have worked wonders with their organization. No problem is too difficult. While Mr. Storrow was in Washington pleading for more coal as New England Fuel Administrator, Endicott remained in Boston settling big labor difficulties and strikes with one hand and directing the office of New England Food Administrator with the other. The Committee has been so successfully managed and has done such wonderful work, backed up by "War Governor" Samuel Walker McCall, that it has been a model for practically every State in the Union.

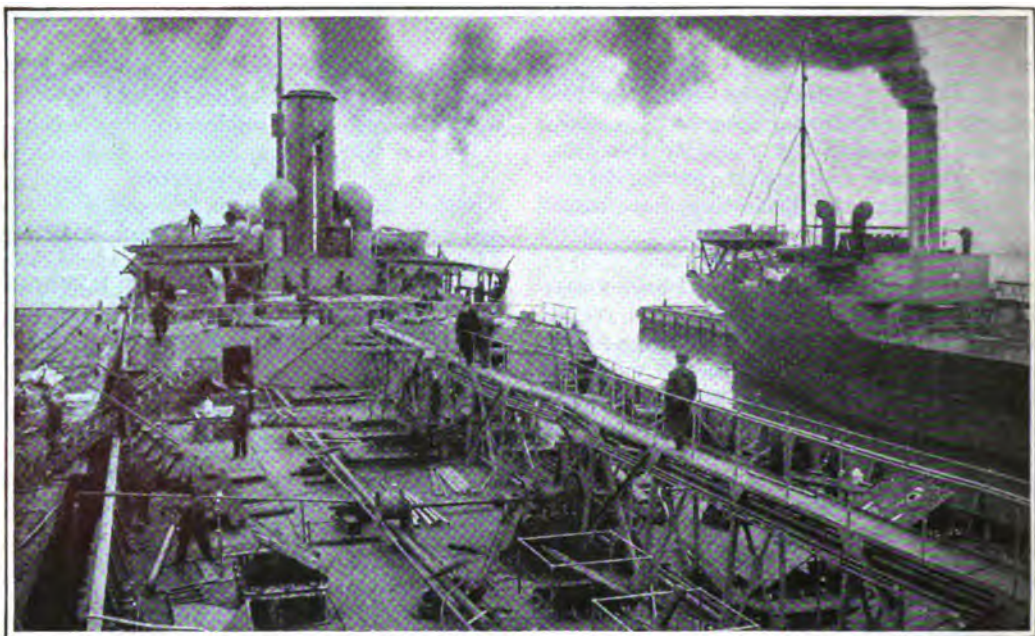
It did yeoman service at the time of the Halifax disaster. Twelve hours after news had arrived of the dire need of supplies in the stricken city, a relief train left Boston, with a full corps of doctors, medical supplies, beds, and food.

The Massachusetts Waterways Commission has taken a leading part in the development of the port. Chairman John N. Cole and the other members have worked unceasingly to this end, striving hard for full co-operation with the Army and Navy Departments, that Massachusetts may do "her bit," not only by sending her sons to France and to sea, but to bring them their food, guns, ammunition and supplies.

In the development of Boston and New England to their full status during the war, the Boston Chamber of Commerce has performed a tremendous amount of work. Its labor has been section-wide. It has probably started more of the local war activities than any other institution.



THE GREAT COMMONWEALTH PIER, NOW KNOWN AS THE "U. S. S. CONCRETE," HOUSING THOUSANDS OF EMBRYO SAILORS FOR THE AMERICAN MERCHANT MARINE THAT IS TO BE



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A TYPICAL SCENE IN ONE OF MANY STEEL SHIPYARDS ALONG THE NEW ENGLAND COAST

# NEW ENGLAND ONCE AGAIN ON THE SEA

BY WINTHROP L. MARVIN

**A**DZE, auger and calking mallet are busy again along the New England coast, as they have not been since the period before the Civil War, when in a single year 381 ships and barques and 126 brigs were launched from American yards for overseas commerce. This present great war has quickened a decadent, almost a dead, industry into new, vigorous life. Not only have old shipyards been reopened but many new plants have been built, and steel construction in which New England long lagged has achieved a mighty impetus. Never in the height of the clipper era was so great a tonnage in hand on the hundred-harbored Yankee shore line from the Penobscot to the Connecticut—never were there so many workers employed, and never was there such a stirring spirit of high hope and determination. New England was for this war long before the country and Washington were ready to face it, and New England realized long before it was grasped elsewhere that it is ships—American ships—on which the fate of the world-conflict is depending.

It is an extraordinary transformation which three years have wrought. When the war-cloud broke, in 1914, it found New England ports full of idle vessels, the few surviving shipyards almost deserted, and American maritime enterprise in general at the lowest ebb of discouragement. For half a century New Englanders who loved the sea and followed it, as their race had for generations, had been petitioning Congress for legislation that would give them an equal chance against the cheap wages, lower living standards and governmental bounties and subsidies of their competitors of Europe and Japan. National aid lavishly granted to American manufacturing and agriculture had been persistently refused to American navigation, and the entrance into power in 1913 of political forces that for the most part had shown a complete indifference if not hostility to the American merchant marine had seemed to Northern shipowners and shipbuilders to presage irretrievable disaster. The condition of the maritime industry of the United States when President Wilson



began his term of service is vividly demonstrated in the official figures of ship construction for the fiscal year ending June 30, 1914—a total of only 316,250 tons gross register, including not so much as one seagoing craft designed for deep-sea or foreign commerce. American construction in the ensuing year totalled only 225,122 tons, the smallest output since 1898.

#### WAR REVIVAL OF SHIPBUILDING

Even before the policy of the new Shipping Board was formulated, there had come a distinct revival in American shipbuilding and navigation. The demands of our war export trade, which could no longer be fully met by foreign ships, gradually drew into overseas service not only many of the steamers of our coastwise fleet but many of the larger sail vessels. Quickly, then, the shipbuilders and shipowners of New England seized their



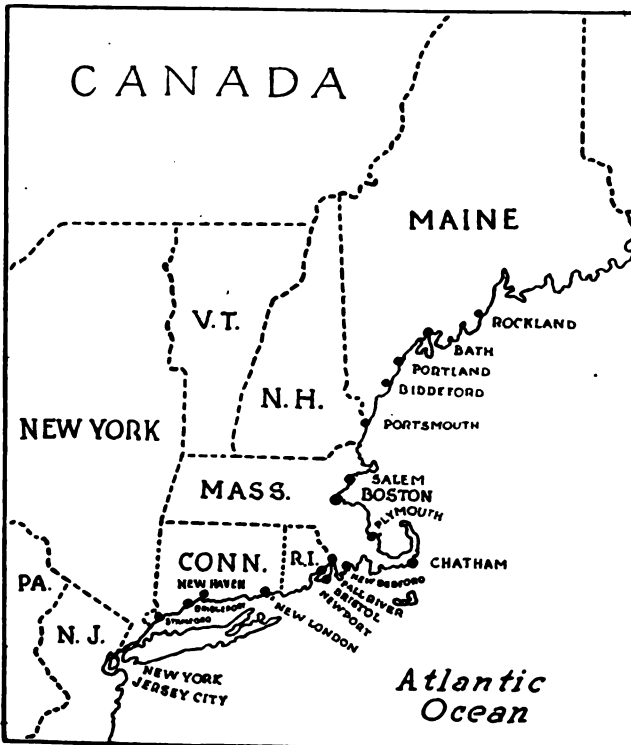
Photograph by N. L. Stebbins, Boston

A YANKEE SIX-MASTER

opportunity. New steamers and new sail vessels were ordered. The principal New England steel shipyard, that of the Fore River Corporation, at Quincy on Boston Harbor, came for the first time to its full capacity. Large schooners of a thousand tons and upward were laid down by far-seeing merchants, in the yards of Connecticut and Maine.

All this was the work of private capital. These vessels were designed and built for shipowners who calculated to employ them in foreign commerce throughout the war and in protected coastwise commerce afterward. But a further and tremendous impetus was soon given to New England shipbuilding by the adoption of the Shipping Board's ambitious program of wood and steel construction, calling for 6,000,000 tons deadweight capacity, and by the suddenly expanded naval building policy of the United States.

These three factors combined have brought about the unexampled activity that rules to-day in the shipyards of New England. One picturesque feature of it is the return of the wooden sailing vessels—three-, four-, and five-masted schooners—whose days seemed ended until



SHIPPING CENTERS AND YARDS ON THE NEW ENGLAND COAST

the war drew our fore-and-aft craft out of the coast trade for long voyages to South America, West Africa, even to the war zone about the British Isles and far into the Mediterranean. They are economical vessels, sailed by small crews, these Yankee schooners, and they are now earning emergency freight rates, and are proving to be veritable bonanzas to the patient shareholders who had held on through years of lean or missing dividends. A single run with coal to Italy or lumber to Brazil or the River Plate would bring receipts exceeding the price at which the craft was held before the war began. For a thousand-tonner valued at perhaps \$30,000 in 1914, \$75,000 or more was freely offering. Shrewd owners took the bids, sold their old vessels and ordered new schooners of a large size which for their maiden voyage sometimes received the whole cost of construction. Soon all the active wooden shipyards of Maine and Connecticut had all their ways occupied, and old yards were sought which had not laid a keel for many a year.

#### STEAMERS FOR THE SHIPPING BOARD

To some of these wooden yards came an unfamiliar task in the construction of the wooden steamers of the original Shipping Board—heavy hulls 300 feet in length, of 3500 tons burden, larger than all but the greatest clipper ships of an earlier generation. For the frames of these steamers massive timbers had to be sought in the Pacific Northwest—gone were the giant oaks which had once borne New England cargoes to the uttermost ports of the world. Bands of gray-beards, largely, were the workmen who stretched the keels, set up the frames, and fastened the planking, but their eyes were true and their sinews strong. The trade of their youth had come to life again; there was one more chance to serve their flag and their country.

Side by side with the new ships of wood on the New England coast line are now rising new ships of steel. In the Sewall yard at Bath, long famous for tall clippers of the Cape Horn trade, but deserted and grass-grown when this war began, huge tank steamers are building. Further down the Kennebec at the Bath Iron Works, are the lean shapes of destroyers destined for submarine-hunting off Ireland and France—and near are a Shipping Board steamship and great schooners for deep-sea commerce. Government freighters are building at Thomaston, South Freeport, and Portland.

Portsmouth on the deep Piscataqua has renewed its maritime glory. Within musket-shot of the shore where John Paul Jones' *Ranger* and *America* were launched, the new Atlantic Corporation is preparing the ways for the first of a fleet of ten steel steamships each of 8800 tonnage, while further up, on a broad river reach, in the Shattuck yard the frames of the pioneers of a Shipping Board wooden fleet of eighteen rise along the Newington farm lands. At the old Portsmouth Navy Yard, where the shipwrights of the sixties wrought the victorious *Kearsarge*, riveters are busy on Secretary Daniels' submarines.

#### A GREAT DESTROYER FLEET

Boston Harbor holds, on Squantum Peninsula, the Victory yard, "the largest destroyer-building plant in existence," now rapidly nearing completion as a subsidiary of the great Fore River Shipbuilding establishment of the Bethlehem Steel Corporation, a few miles southward. Here an important part of the naval program is in operation that will give the United States the most powerful destroyer force in the world. Almost all of the Fore River resources are devoted to naval work, of which no details can be set forth—save that there are 15,000 men in the Fore River service. The Boston Navy Yard at Charlestown, with shops and docks crowded, has other thousands of its own.

Near the fortress entrance to Long Island Sound, New London and Groton are building submarine engines and steel merchant ships, and scaffolding alive with men and ringing with the familiar shipyard music stands again in Mystic, Noank, Stratford, and Stonington. Once more the Sound is building not barges for alongshore, but stout ships for the deep sea and the trade winds.

From Eastport to the East River there is a steady determination that the reborn industry shall be something more than the ephemeral effort of a war emergency. For the first time in many years builders and workmen believe that their country has awakened to the need of a real American merchant marine, and that their Government stands behind them in a spirit of friendly understanding. Wages, materials, and costs are very high—but they are also among our overseas competitors. The shadow of a hostile, discriminating British Lloyd's Register, which in the old years did far more than British mail subsidies to kill American navigation and close American yards, no longer

falls along the New England coast line, for the new Shipping Board has used its power to develop our own American Bureau of Shipping as a sure foundation of an American system of marine survey, inspection, and insurance, without which there can be no hope of survival of a national merchant marine when the war has ended.

#### YANKEE OFFICERS AND CREWS

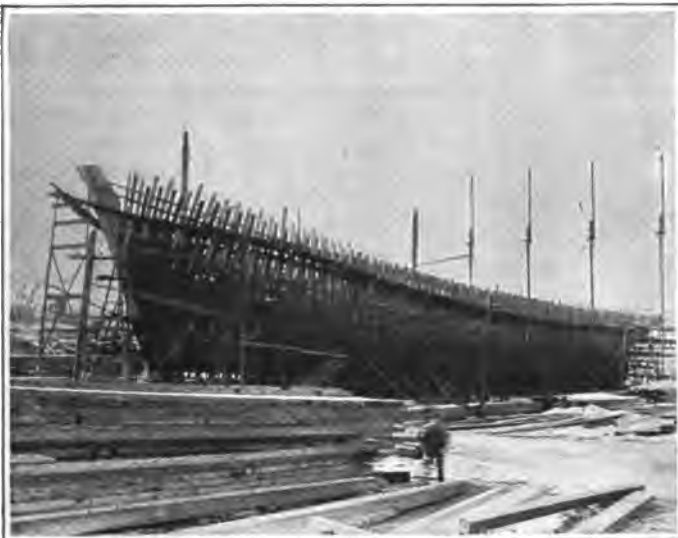
American capital is going again into the business of building, owning, insuring, and operating ocean ships, which founded the first fortunes of New England. More than that, American boys are going back to sea. Our great new commercial fleet must be wholly officered and, so far as possible, manned by American citizens in these days of sudden treachery and deadly submarines. From the tall tower of the Custom House overlooking Boston Harbor, Henry Howard, Director of the Shipping Board recruiting service, has enrolled and trained within a few months in government navigation schools 1500 deck and engineer officers—men of experience who as youths had gone to sea and left it in years past because our dwindling fleet gave Americans no proper opportunity. At the call of their nation these men have come back to the life they loved and have qualified for posts of responsibility and command. In New England and other coastal districts almost 6000 men passed the United States examinations for licensed officers between July 1, 1917, and February 28, 1918. Thus far, as our new ships have come



LECTURE ON BOAT DRILL ON THE "CALVIN AUSTIN,"  
THE SHIPPING BOARD'S MERCHANT MARINE  
TRAINING SHIP AT BOSTON

forward, there have been American masters, mates, and engineers ready to take charge.

Shipowners and the Government in these war exigencies demand trustworthy American seamen and firemen—and the Shipping Board has undertaken to supply them. With Mr. Howard, of Boston, as director, a fleet of training ships is being assembled, several hundred recruits have already been received, and the first of them have been graduated and sent to join the crews of American merchantmen in active service. These are all American lads, the brothers and cousins of the bluejackets of the American Navy, most of them from the towns and farms of New England, successors of the crews of our frigates, sloops, and clippers of years ago. With a spirit worthy of emulation, the yacht owners of Boston have set aside their largest and stateliest pleasure craft for the training of these merchant marine lads in the art of practical seamanship. From New



A WOODEN SHIP BUILT IN A MAINE YARD



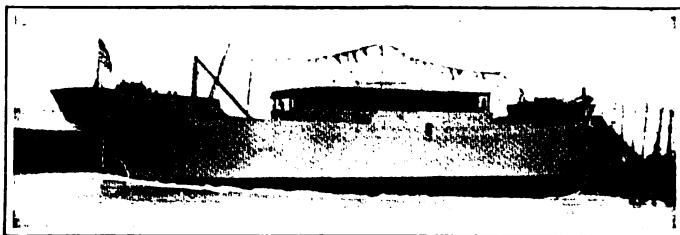
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ONE OF THE GOVERNMENT'S STANDARDIZED STEEL SHIPS, AFTER LAUNCHING

England, its birthplace, the Shipping Board's recruiting service will be expanded as rapidly as possible to other seaboard States—for the complete manning of our new fleet of more than a thousand ships will demand 50,000 American seamen. These men of the merchant service on shipboard, like those on the shipyard lists of the Emergency Fleet Corporation, are registered in the preferred classes of exemption from the draft—as well they may

be. For the skill of the shipyard mechanics is indispensable to the launching of the tonnage that must convey our troops overseas, supply and maintain them in France, and feed and save our Allies, while the American crews of our merchant ships must face, voyage after voyage, the grim hazard of the war zone.

Maritime New England, that has given far more than its quota to the navy, has men as well as money for the merchant marine. Nowhere else in the world is the call of the sea so strong and so insistent generation after generation as on the gray, rugged shore line, in the hamlets of the farmer-fishermen, and in the weatherbeaten ports of Maine, New Hampshire, Massachusetts, Rhode Island, and Connecticut. There, more than anywhere else, for two and a half centuries men have been shipowners and seamen, not by necessity, but by choice, commanding a world-wide prestige in their calling, and leaving it at the last by pressure of adverse conditions largely of their own Government's making—quitting reluctantly and hoping ever for a chance to return. From father to son in a long New England line the sea instinct has persevered—and no human longing is more tenacious and invincible. However long this war with its risks and its rewards may last, the New England merchant fleet will continue greatly to grow in ships and men, with the merchant fleet of the entire nation. And before the end it will have served such a purpose that it is not to be conceived that the nation will ever permit it to be driven from the seas again.



Photograph by *Pacific Marine Review*

THE SHIPPING BOARD'S STANDARD WOODEN SHIP



A REVIEW OF THE "HARVARD REGIMENT" BY SECRETARY BAKER

# NEW ENGLAND'S WAR SPIRIT

BY GEORGE PERRY MORRIS

WHEN war with Germany was declared New England was readier for combat than some other parts of the nation. Her population was heterogeneous, but fairly well Americanized and unified. She had no sizable Germanic element to be suspected unduly or feared politically. Her Jewry was not as radical or socialistic as that of New York or Illinois, and from it since the war opened have come several able men for places on the emergency war boards. The French-Canadian population stood ready to volunteer to a considerable extent and made no such resistance to the selective draft as Quebec has seen. The Irish-Americans, little infected by Sinn Fein propaganda and disciplined for years to coöperation with leaders of the John Redmond type, like Redmond in Ireland, were anti-German and pro-ally while still unyielding Home Rulers. Emigrants from Scotland and the eastern provinces of Canada, who for a generation have been invading New England and buttressing up her older type of civilization, naturally were belligerent and eager for an Anglo-American union against the Teuton.

As for the descendants of emigrants who landed and settled between 1620 and 1850, persons who are mainly of Anglo-Saxon-Celtic stocks, they, in considerable number, would have had the war open immediately after the sinking of the *Lusitania*. Their kinship with

Britons, their friendships with French and Italian as well as British families, their vivid realization of the part New England had played in earlier memorable fights for liberty and democracy, had put them in this mood. Possibly fear for the future counted somewhat, since a German invasion meant peril for the Northeastern States.

## INFLUENCE OF CHURCH, SCHOOL, AND PRESS

Moreover, broadly speaking and with only a few notable exceptions, all the influence of the political, ecclesiastical and educational leaders of the six States, had been cast steadily for a war, rather than peace with dishonor. Philosophers like Ladd of Yale and Royce and Perry of Harvard, speaking as idealists, had justified resistance to Germany, and aid in defeating and disciplining her. Dr. C. W. Eliot, president emeritus of Harvard University, in masterly open letters to his countrymen, had defined the issues at stake with his usual clarity, logic, and cumulative force, and he had sanctioned if not urged national action. Large-calibered leaders of the church like Bishop William Lawrence, Prof. F. G. Peabody, and George A. Gordon had defined the ethical duty of religionists and moralists, and had set in motion practical methods of conservation of the church's resources to be used were war declared.



Historians like W. Roscoe Thayer, Albert Bushnell Hart, and Geo. B. Adams, and authors like Alice Brown, Herman Hagedorn, and Katherine Lee Bates had used their arts to depict the situation in a way to arouse national pride and stir martial ardor. A Concord-born and Harvard-trained interpreter of military strategy and tactics, Frank H. Simonds, had educated his public to a fair comprehension of what might happen should the United States not join in the contest.

The call to arms found the militia of most of the States in better shape than the national average. The Mexican border campaign accounted for this in part, and besides, in Connecticut and in Massachusetts, there had been governors who had forced from legislatures aid for the State troops that would fit them for quick response should war come. In addition Governor Holcomb, of Connecticut, had put through a special State census which had provided State and federal authorities with valuable information. The Bay State's historic regiments were in such a state of preparedness that some of them were among the first troops other than "regulars" who landed in France, and they have been fighting dur-



TRAINING MARINE ENGINEERS AT MASSACHUSETTS "TECH"

(These men, who hold licenses already for steam engines on land, are learning the specialties which they will need for the management of the engine-rooms of the vessels of the new merchant marine. Some of their fellows are already at sea in coastwise or transatlantic work.)

ing the past few weeks under Pershing and Foch to stem the German tidal wave.

New England's ante-war preparations were aided much by the swiftness with which her schools, colleges and universities acted during 1914-16 in mobilization of students and institutional resources. Few and insignificant were the places of learning that had not adapted their curricula, shortened or expanded their school year, loaned teachers for expert civilian relief work or advisory service, and in a general way prepared for a possible declaration of war with all that that might imply. Hence when war came, it but formalized an informal condition. Now

there is no limit to the changes that impend and the enlistment of educators and institutions that lies ahead. A suggestive instance is the coöperative plan now in effect, by which two of Boston's best technical public schools, the finely equipped Wentworth Institute, and the scientific department of Tufts College, are teaching men picked from the drafted ranks how to aid the Government in its shipbuilding plan. The Government gathers the soldier students and transports them to the State schools and supports them, while they in turn fit themselves for teaching or



GROUP OF PROSPECTIVE DECK OFFICERS "TAKING THE SUN" AT "TECH"



LEARNING NAVIGATION IN THE "TECH" SCHOOL FOR DECK OFFICERS

for doing or for both in many lines of applied mechanics. Here the federal vocational board that happens to have this special job in hand is fortunate in having James P. Munroe, of Boston, as a member.

#### HARVARD AND YALE "STRIPPED FOR ACTION"

Both Harvard and Yale have been exceptionally generous in the enlistment of their younger alumni and upper-class undergraduates for the national service, and the two institutions have as it were stripped for action, and are running on a war-time schedule. Not only are most of the undergraduates remaining in college enlisted and getting regular training in the Reserve Officers' Training Corps, but some of them are commissioned officers, having been trained at Plattsburg, where they have had excellent training, capital to follow after such special training as the French army officers brought over by Harvard have given that institution's officer volunteers. Up to a recent date this university had sent 5612 men to the war, of whom 58 had been killed or died up to April 1, 31 of them having died prior to America's entry, being the heroes of the band of aviators and ambulance drivers who put themselves at the service of France and her Allies before the United States as a nation did. Harvard since the war opened has aided in giving special education to hundreds of men in the Naval Reserve from whom ensigns have been chosen. The School of Business Administration, not only has loaned Dean Gay, its head, to the

Washington officials for important service as an expert in formulating the trade policy during the war, but also has trained men for the ordnance and quartermaster corps. Harvard's largest service to non-Harvard men has been through its surrender of equipment, dormitories, and teachers for a school of naval wireless operators through which thousands of picked youth from all parts of the country have passed.

Yale University, in addition to sending a large proportion of her students to Plattsburg,\* has so shaped her home training that she leads the country in the number and ability of her artillerists. Both Washington and Paris officials have facilitated this specialization. From her scientific school faculty have gone to Washington men entrusted with special tasks of administration and investigation, a conspicuous case being that of Dean Chittenden, a world authority on nutrition and dietetics. Just as Harvard has Professor F. W. Taussig at work helping shape policies of war taxation, so Yale has had Prof. T. S. Adams.

#### "TECH'S" ACTIVITIES

The policy of the Massachusetts Institute of Technology since the war opened has been to make it informally if not formally a Technical West Point for the nation, and such it practically has been. While retaining and drilling in a R. O. T. C. group as many of her students as she could induce to get the completed education that would make them more valuable to the nation, she at

the same time has carried on special courses for navy and army men equal, and sometimes exceeding in number her own youth. Of her own sons she has sent forth 2070, of whom twenty-four have died. She will have not less than 3500 men in training this summer, a majority of them in military aeronautics, both arms of the service being represented. It has been a "Tech" professor, A. E. Burton who has organized the forty schools for Atlantic coast training deck officers of the new merchant mar-

ine. Boston's district school is at "Tech." Another professor, E. F. Miller, carries on a special engineering school for training engineers for the new merchant marine. The U. S. Signal Service Corps gets its men trained for intensive radio courses. Summing it all up, a plant unrivaled in the country is being worked to the full limit, and a maximum of service rendered at the institution itself, while 5000 alumni engineers are card indexed and ready for immediate use by the nation.

## YALE'S WAR SERVICES

BY ARTHUR T. HADLEY, PRESIDENT OF YALE UNIVERSITY

[Yale's special services to the country at this time are so varied and important that it would take a long article to describe them fully. The most striking activity, however, is the training school in artillery. President Hadley has been good enough to write for us the following memorandum which indicates the nature and extent of Yale's services. It is well known that the authorities at Washington are greatly appreciative of what President Hadley and his colleagues are doing.—THE EDITOR]

**I**N the year 1915 Yale foresaw the probability of our being drawn into the war and inquired of the War Department what form of preparation was most needed. The reply was "Training in Field Artillery." Yale students at once organized a Field Artillery Battalion, which was able to furnish the United States at the beginning of the war more than 250 reserve officers familiar with the theory and practice of artillery firing. Out of this movement grew the

course in Field Artillery which is now being pursued by more than 600 undergraduates and has received active support both from the American and French Governments. This course covers four years; but, as most students enter Yale at eighteen, enough technical work has been put into the first three years to qualify the students to become Field Artillery officers. The exercises of the course aggregate 23 hours a week for each of three years, an



FACULTY STAFF OFFICERS OF THE YALE R. O. T. C. FIRING THE FAMOUS 75'S IN ARTILLERY HALL.

average of seven hours of drill, six hours of Military Science, and ten hours of related subjects—Mathematics, Physics, French, Military History and Diplomacy, etc.

A similar course has been provided for the training of Naval officers. The amount of drill and technical work required is about the same as in the Artillery course, but the freedom of election of outside subjects is greater. About 300 undergraduates are enrolled in this course. It has had the warm approval of Secretary Daniels and the Naval authorities, who have detailed Admiral Chester to take general charge. Of 71 men recommended by the Yale Naval Training Unit, 70 have received line commissions in the navy.

The work of the Faculty has been less spectacular than that of the students, but even more essential to the work of the country. Seventy members have been given leave of absence to take important part in

war service. The duties are of the most diverse character; from the preparation of gas masks and optical instruments to the detection of submarines or the assistance of the information service of the country. Of the work done abroad, the most important single enterprise is probably the Yale Mobile Hospital Unit, which has been approved by the United States Government as a standard type of service offering maximum possibilities of efficiency. The plan of the American University Union in Europe which serves as a joint agency of American Colleges for war purposes, was drawn up by the Secretary of Yale, Mr. Stokes; and the Director, Mr. Nettleton, is a Yale professor.

The work of the graduates is shown by the following figures. The total in war service of every kind is 6,300. Of these, 4,800 are in the Army, Navy or Marine Corps, 37 have lost their lives in the service.

### Yale R. O. T. C. Undergraduate Course in Field Artillery

		"A" 3 hrs. + 1 hr. evening lecture	"B" 3 hrs. each subject	* "C" Drill 3 afternoons
First Year	FIRST TERM	Military Science Customs and Courtesies of the Service Drill Regulations Elementary Gunnery and Matériel Review	English History Modern Language (French) Mathematics (Trigonometry)	Physical Training Dismounted Instruction General Rules The Soldier Dismounted The Squad The Manual of the Pistol
	SECOND TERM	Military Science Meteorology Military Geology Mapping	English History Modern Language (French) Mathematics (Firing Data)	Physical Training Dismounted Instruction The Squad Manual of Pistol Drill of Gun Squad Gunners' Instruction
Second Year	FIRST TERM	6 hrs. + 1 hr. evening lecture Military Science Communication Drill Regulations Engineering Fire Control Hippology	Military History and Diplomacy Modern Language (French) Science (Physics)	Physical Training Mounted Instruction The Soldier Mounted Firing Instruction Use of Instruments Signalling
	SECOND TERM	Military Science Drill Regulations Duties of Cadet Officers Field Service Regulations Hygiene Motors and Ordnance	Military History and Diplomacy Modern Language Science (Physics)	Physical Training Mounted Instruction Equitation School of Driver Battery Mounted Firing Instruction Signalling
Third Year	FIRST TERM	6 hrs. + 1 hr. evening lecture Military Science Battery Administration Military Law Tactics and Coördination of Arms of Service	Governments Modern Language Science (Chemistry)	Physical Training Duties as Cadet Officers School of Battery Duties of Special Details Subcaliber Practice
	SECOND TERM	Military Science Machine Gun Trench Mortars War Pamphlets Review of all Work	Governments Modern Language Science (Chemistry)	First Term Continued

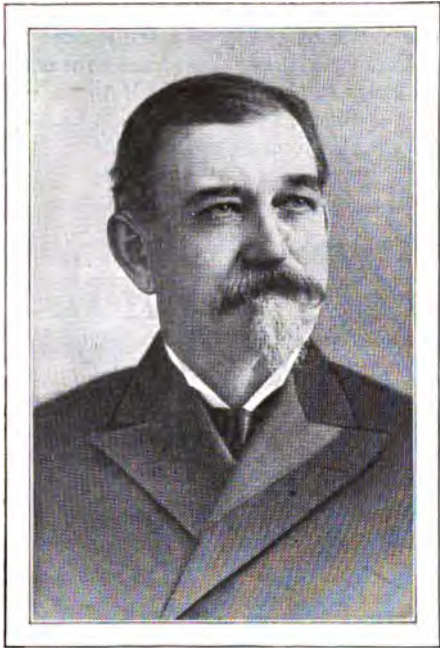
\* Daily Calisthenics, 6.45-7.20 A. M., four months.

For the men who are under twenty-one when they have completed the three years' work (and such men will be few in number) there will be a fourth year's work offered, consisting of Principles of Strategy, Map Maneuvers, Equitation, and other subjects elected from the College curriculum.

# CONNECTICUT IN THE VAN

BY HON. MARCUS H. HOLCOMB, GOVERNOR OF CONNECTICUT

[Under Governor Holcomb's leadership, Connecticut foresaw the need of preparation and took action. To-day that important manufacturing Commonwealth is a wonderful hive of industry, creating munitions and various material for war uses. In responding to our request for a brief message outlining Connecticut's war work, Governor Holcomb explains that so limited a statement can be "little more than an index digest." Nevertheless, the Governor in the following paragraphs gives a strong impression of the high spirit with which Connecticut has responded to the emergency.—THE EDITOR.]



GOVERNOR M. H. HOLCOMB, OF CONNECTICUT

**O**UR general assembly, eighteen days after diplomatic relations with Germany were severed, passed the following act:

"The Governor is authorized to cause to be taken forthwith, a census and inventory of the resources of the State, in men and materials for use in event of war, and the information thereby secured shall be placed at the service of both the State and Federal government."

Within two months thereafter, by the voluntary aid of our citizens, a complete census was taken of all male residents in the State sixteen years of age and over, the name and record of each person being tabulated on cards which were filed in our State Library, from which information can be obtained of the number of men in the State between any specified ages, with their nationality, whether

citizens or aliens, married or single, with or without dependents, occupation, etc.

This census has been in frequent use for the State and National Government, and was useful in securing a full registration for the selective draft, resulting in an enrollment of 129.3 per cent. of the federal estimate of registration for the State. It enabled the immediate furnishing to the Canadian recruiting officials of the names and residence of all Canadian, English, Scotch and Welsh residents in the State.

On March 9, 1917, our general assembly authorized the Governor to appoint a Military Emergency Board to organize a Home Guard, and within three months thereafter 10,000 men were enrolled, organized, uniformed, armed, and equipped. This included several machine-gun companies and a naval militia. Our State was the pioneer in this movement; and considering our comparative size and population I think we have the most efficient Home Guard of any State. At the request of the War Department our Home Guard for several weeks guarded the transportation lines in the State.

On March 14, 1917, our general assembly passed the following act:

"The Governor is directed to render to the Government of the United States, in the present crisis, any assistance within the power of the State; and he is authorized, either to that end or for the purpose of providing for the public safety, to organize and employ any and all resources within the State, whether of men, properties or instrumentalities, and to exercise any and all power convenient or necessary in his judgment."

The foregoing activities preceded the recognition by Congress that we were a party to the war. Since then our State furnished its quota under the selective draft, which was at least 25 per cent. more than our equitable quota, being predicated upon an as-



sumed population 30 per cent. more than we have in fact. But for each man thus furnished we have supplied at least two volunteers; and our soldiers were among the first to be sent to the battle-front in France.

On April 10, 1917, I appointed a committee on food supply, and on April 26 I appointed a State Council of Defense which has thoroughly organized the State to respond to all war emergencies, and has established a war board in every town to have charge of all demands upon the citizens for war purposes. This Council meets one day in each week, and several members of it and some chairmen of its sub-committees devote all of their time to matters incident to the war and are on duty every week-day at the State Capitol and about the State.

The Council has taken a census of the nurses of the State whose services are subject to call in any emergency, and has organized an automobile and auto-truck force which is available upon call.

Our people oversubscribed the State's allotment of the first and second Liberty loans. This oversubscription exceeded by nearly 25 per cent. the maximum allotment of the second loan; and ours was the only New England State to exceed its maximum allotment.

We met our quota of the Red Cross fund, subscribed three times our allotment of the Knights of Columbus fund, and \$1,402,000

to the Y. M. C. A. fund, our allotment being \$1,000,000.

This is an industrial State, and about 80 per cent. of our industries are directly or indirectly engaged in producing munitions, rifles, machine guns, clothing, and other articles used by the army; and we have at least five plants within our borders where ships and power boats are being constructed.

Much of what has been accomplished is due to the loyal service of the women of our State. The loyalty and patriotism of Connecticut labor has been a valuable asset. The prevailing sentiment is that differences between employers and employees can well be postponed until we secure a safe peace. Backing up the Government in this war comes first, all other matters being sidetracked.



ONE OF CONNECTICUT'S BUSY RIFLE FACTORIES



ON THE YALE CAMPUS—ONE OF THE SQUADS IN THE RESERVE OFFICERS' TRAINING CORPS

# THE COAL SITUATION

BY COLIN DYMENT

(Representative of Washington State in the National Fuel Administration)

**A**FTER living through a hard winter, the United States Fuel Administration at Washington is in the midst of a hard spring, and has ahead of it a still harder summer and fall. It is in hope, however, that by the labors of spring, summer, and fall, the coal troubles of next winter may be at least alleviated.

Yet at the beginning of May there are few coal certainties for next winter. The phenomena are these:

War industries and depletion of stocks have brought about a swollen coal demand. Instead of increasing to meet the demand, production in April seemed to decrease.

Second: A list of preferred industries has been promulgated by the War Industries Board. Regardless of what other industries may have to close down, or run on scant supplies, these industries have prior claim to coal after homes and institutions.

Third: Great administrative difficulties are being encountered, a successful plan for handling coal distribution having yet to be worked out.

In considering the three items in detail, one gets contact with something more than the troubles of the Fuel Administration: with the biggest domestic troubles of the nation itself.

Production has fallen down because coal cars have not been supplied with regularity to the mines, particularly in the East and Central West. On April 15 Fuel Administrator Garfield gave out that during the first week of the present coal year, beginning April 1, bituminous coal supplies fell off 1,500,000 tons as compared with the preceding week, a loss of 14 per cent. For the week ended March 30, the same statement said that the average loss in coal production due to car shortage was 23.3 per cent. There was car shortage largely because of lack of motive power. There was lack of motive power because, among other reasons, locomotive orders in 1917 were quite unequal to the requirements of 1918; because increased loads were thrown on cars, beginning last fall, causing extensive breakdowns of locomotives that had for months needed repairs; because many locomotives were sent to Europe.

As to priorities: On April 15 the Fuel Administration announced that it would be governed in its distribution of coal and coke by the amended priorities list arranged by the War Industries Board, the operation of which "is of exceptional importance, measured by the extent of their direct or indirect contribution either toward winning the war or toward promoting the national welfare."

The same industries are, of course, to receive transportation preference as well. The semi-essential industry and the non-essential industry need therefore to look out. There may be coal for them if all goes well.

As to administration: It is easy enough to get a record of coal produced, but how to trace each ton from mouth of mine to user's furnace, and how to insure that it is going to the plant that is contributing most at the given time to winning the war—these are mighty problems. Elaborate systems of reports cost too much, irritate too much, take too long, are too hard to figure out. Simple systems of reports leave loopholes of escape.

The federal administration is being helped wonderfully by the fast-improving state organizations. Probably next winter the state organizations will do the principal work of distribution. As the federal administration depends upon the State administrators, so the latter depend upon county chairmen and city committees. So much work is being thrown upon these community men that many have had to resign, unable to give the time and stand the expense. Frequently communities, however, share in the expense. The federal administration does not have funds to maintain 4000 county offices. The local man is always a volunteer.

By following a priorities list, by organizing distribution through administrators and district representatives, by taking full advantage of a bettered car situation, the Fuel Administration hopes the diversions that brought such loss and confusion to manufacturers east of the Mississippi last winter will be in part averted.

# THE "FIRST AMERICANS" AS LOYAL CITIZENS

BY HON. CATO SELLS, COMMISSIONER OF INDIAN AFFAIRS

[Writing to the editor last month, the efficient head of the bureau at Washington that supervises the affairs of the American Indian, sends the following statement with these introductory words: "Dear Dr. Shaw: Complying with your request, the following is a brief statement concerning the Indians as related to the present war, touching their military service, their agricultural efforts, and the operation of the 'New Policy' for hastening their full citizenship. . . . I deeply appreciate your interest in the Indian's welfare and your facilities for drawing attention to the high points in his progress for which he is worthy of recognition and encouragement. Sincerely yours, Cato Sells, Commissioner." Judge Sells, who was appointed from Texas five years ago, took this office in a spirit of national service, and he has filled it not only with ability and intelligence, but with rare understanding and sympathy. His policy toward the Indians has been fine in its conception and practical in its working-out.—THE EDITOR]

A FEW words can scarcely suggest the progressive awakening of the native American in recent years, and notably in these fiery war-days which are fusing all American thought and purpose into an invincible, composite loyalty to our ideals and civilization. Generally speaking, the Indian is no longer a semi-barbarian. Within the last few years he has advanced greatly in health, in education, in agricultural and industrial production, in temperate living and home-making, in competition with his white neighbor, and conspicuously in his patriotic allegiance to the principles for which we entered the war.

Approximately five thousand Indians are in the training camps, or in active service on land or sea. At least 75 per cent. are

volunteers. Many of them hold commissions, and many more are non-commissioned officers. They are in every station of defensive service side by side with the white man, not as Indians, but as Americans. They are gaining by contact an education that will lead them away from tribal relations, and give them a definite comprehension of the genius of American institutions. As a class, they are manly fellows and brave soldiers, quietly responsive to military discipline. The Indians of the United States purchased of the first and second issues of Liberty Bonds nearly \$10,000,000.

During the war the Indians have increased their soil production by an average of 50 per cent. over ante-war yields. Within the last five years they have prac-



AMERICAN INDIANS, INCLUDING FORMER CARLISLE STUDENTS, DRILLING IN THE NATIONAL ARMY

tically doubled their cultivated acreage and quadrupled the value of crops and livestock produced, and sold, and still own twice the value of live stock they had in the beginning of that period.

On April 17, 1917, we announced a Declaration of Policy, which contemplated the release from governmental supervision, with all of their property, of practically all Indians having one-half or more white blood, and those with more than one-half Indian blood shown to be as capable of transacting their own affairs as the average white man, also all Indian students over twenty-one years of age who complete the full course

of instruction in the Government schools, receive diplomas and demonstrate competency.

In the work-out of the "New Policy" the Department is able to release from governmental control the "White Indians," and those who have demonstrated their capacity at the same time enlarge and intensify its interest in the Indian who really needs aid and protection. In its application thousands of Indians have been given their freedom, and while some of those released have not sustained themselves, on the whole, this advanced step has been fully justified. It is the beginning of the end of the Indian problem.

## AMERICAN INDIAN POETRY

THE publication of "The Path on the Rainbow," an authoritative collection of aboriginal American verse comes at a time when the Red Men have entered the world conflict and gone forth to fight side by side on a common battle front with white men for the protection of their native land. The poetry has been drawn from ancient and modern sources. None of it has any trace of European influence; the book is a real American classic.

The subject-matter of the poems is the daily doings of the tribe. The rhythms of the Red Man's lyrics are those of nature. Of the wind, the fire, the gallop of ponies, the flight of birds, and the movement of men among the tepees. All of life, every adventure from the meanest to the highest is material for song. The phrase "The Path on the Rainbow" is the Indian's definition of poetry itself. Beyond death, which to the Red Man comes to purify life that it may continue eternally, the poet sets his feet upon the Rainbow Trail, and moves into the rhythm of the Great Spirit.

The meters of the poems are determined by the genius of the tribal language. The Chippewa songs, of which records were kept on birch bark, are the most singable, and that of forest dwellers more than those of the mountain and mesa. The Indian values poetry, Mrs. Austin notes in the preface, for the reaction it produces within himself, not for its effect on others.

Indians say of our poetry that "the

white man's songs talk too much." They are able to synthesize a lifetime, or a cycle of tribal experience in a few phrases. Compare with the Biblical, "My God, my God, why hast thou forsaken me?" the Zuni cry, "Hi-ihya, naiho-o, it is finished, in beauty it is finished. Nai-ho-o."

Three "Ojibwa War Songs" sound the Red Man's clarion call to war. They are both primitive and cosmic, the simple expression of biologic necessity and the overtone of indomitable courage that allies itself with subliminal forces.

### OJIBWA WAR SONGS

#### I

Hear my voice, Birds of War!  
I prepare a feast for you to feed on;  
I see you cross the enemy's lines;  
Like you I shall go.  
I wish the swiftness of your wings;  
I wish the vengeance of your claws;  
I muster my friends;  
I follow your flight.  
Ho, you young men warriors,  
Bear your angers to the place of fighting!

#### II

From the south they came, Birds of War—  
Hark! to their passing scream.  
I wish the body of the fiercest,  
As swift, as cruel, as strong.  
I cast my body to the chance of fighting.  
Happy I shall be to lie in that place,  
In that place where the fight was,  
Beyond the enemy's line.

#### III

Here on my breast have I bled!  
See—see! these are fighting-scars!  
Mountains tremble at my yell!  
I strike for life.

<sup>1</sup> The Path on the Rainbow. Edited by George Cronyn. Preface by Mary Austin. Boni & Liveright. 328 pp. Ill. \$1.50.

# PORTO RICO'S PLACE IN THE AMERICAS

BY EMILIO J. PASARELL

[The people of Porto Rico have now been citizens of the United States for more than a year. They are loyal and contented and are making excellent progress. Mr. Pasarell, who writes the accompanying statement, shows an admirable spirit, and makes suggestions for his island and its people that are none too ambitious. They are rapidly learning English, while keeping their own Spanish language. They will come here in increasing numbers to give and to receive, and in due time our Government will take them into the diplomatic and consular services, and send them throughout the Spanish-speaking republics.—THE EDITOR.]

**P**ORTO RICO, the American island of four hundred years' civilization, is regretably unknown throughout the world. It is so small among the seas!

If we in Porto Rico stop to think about the geographical position of this densely populated island just between the two Americas—across the commercial routes that run from New York to Buenos Aires, or from Havana to La Guayra, or even across the more important route via the Panama Canal—no doubt a wonderful dream of prosperity and progress is foreseen for this our little bit of beloved mother country.

If we are proud of our historical stock and sound civilization, we also have similar feelings when under the political care of an immense country that can only be measured when we climb up to Washington, Lincoln, and Wilson, three men standing aloft like the peaks of a mountain range.

## COMMERCIAL CONDITIONS

An island of 3600 square miles and 1,250,000 inhabitants, that produces and exports to Europe and the Antilles one of the best qualities of coffee; that raises enormous sugar crops; that manufactures its own tobacco leaves into cigars fairly competing with the famous Havanas; that exports oranges and other fruits, cannot but weigh somewhat in the commerce of the United States, with which the island maintains its chief intercourse. How could commercial transactions valued for 1916 at \$106,000,000 be disdained?

Before the war, the market for our best coffee was Europe; but naturally there has been a falling off, since Austria, Germany, Italy, and France were the principal con-

sumers. In that respect we suffer the interference of war in the international commerce of Porto Rico.

As an example of the reduction of our coffee market under the terrible sway of the war calamity, let us compare the value of coffee exported in the years 1913 and 1916:

1913—49,000,000 lbs.—\$8,400,000.

1916—31,600,000 lbs.—\$4,900,000.

Sugar, on the other hand, cut short in the European markets, has gone up so marvelously that we are more than compensated for the coffee crisis. The island exported (entirely to the United States) 424,955 short tons of sugar in 1916, as against 382,700 in 1913. This was valued at \$46,000,000 in 1916 and \$27,000,000 in 1913.

This is not the normal course of our trade, the war having almost paralyzed European commerce with this country.

## ENGLISH IN THE SCHOOLS

So much in regard to commercial relations with the wide world. Now, there is a benediction from the heavens which I must praise in the name of justice: that is, the facilities offered in the public-school system to learn and master the English language.

Imagine in the near future about a third of the population of Porto Rico conveying ideas and possibly expressing themselves in their native tongue, Spanish, and their acquired tongue, English—the dominant languages in the Southern and Northern Americas. What a wide field for ambitious folks to serve as intermediaries in the consolidation of the mutual interests of Argentina and the United States!

As for myself, I am a native of the Island,



of Spanish descent. With more or less difficulty and accuracy I can speak and write some English and plenty of Spanish. I only record this fact as a typical case among thousands of Porto Ricans, in all ranks and conditions, who possess a good knowledge of the northern language.

No doubt my countrymen would serve the nation—now that Congress has bestowed upon us national citizenship—in a most honorable, dignified and loyal manner in the duties of a consul or diplomatic agent calling for tact and discretion. This would help to remove any misapprehensions rooted in the vivid imaginations of the southern peoples of Spanish America—originating in the lack of good will and a square deal of one toward the other.

#### TO MEDIATE BETWEEN NORTH AND SOUTH AMERICA

A Porto Rican, being of Spanish descent and loyal to the United States, constitutes the ideal link between the Anglo-Americans and the Latin-Americans.

Next to the diplomatic career, there is open to us the increasing commerce between both continents in this hemisphere, with an army of commission merchants and salesmen spread all the way north and south.

At the same time, the professional teacher in Porto Rico is already being looked for to aid in the education of some of the Central American states; and this will evolve into a profitable occupation.

Our destiny is to be fulfilled in America. Several steps have been taken to widen the intellectual relations of the island with the Antilles, South America, and the United States: hundreds of students take their degrees in the American universities; hundreds of laborers and merchants go to Cuba and Santo Domingo as outposts for nearby beneficial and binding connections; thousands of boys and girls receive a common and high-school education which will enable them to fight their way through life in foreign countries or at home with prospect of success in the long run.

One of the intellectual centers in Porto Rico that might grow and develop into a Pan-American hive is the newly born University of Porto Rico. In it our young men and women take their degrees as law-

yers, pharmacists, teachers, engineers, and agronomists. The University is a nucleus for more extensive curricula where young people of neighboring countries will flock to get bi-lingual education in the liberal arts and sciences.

#### MOVING AGAINST ALCOHOL

As to the moral standard of my people, here is an instance of public sanction and opinion that will teach something to many who still believe we are in a sort of semi-savage condition. The subject of prohibition was lately brought to discussion. In a few days committees and leagues were organized throughout the island in all of the seventy municipalities and, with rare exceptions, the people are unanimously fighting against alcohol without any political mixture. Local parties are observing a neutral attitude.

Is it not an enviable position, this of Porto Rico? It is a pity that the people of the United States do not come into closer contact with our democratic land, where a laborious, peace-loving people live, cultivating the valleys and mountains or engaging in trade—a land with which nature has been lavish in wonderful scenery and in which history never recorded any bloodshed caused by revolutions; a land held for some time under the yoke of irresponsible governors; a land whose men won many a battle for the cause of liberty, with word and press, culminating in the emancipation of slaves in 1873 and the autonomous governments of 1897 and 1917, without a drop of blood being lost.

Why, then, are we not to have the place deserved in the hearts of all the peoples of both Americas, where democracy is the spirit of their institutions?

We have been under-appreciated on account of our diminutive geographical extension; but the hour will strike when Porto Rico will be an emporium, a center for all activities of civilization, north and south; from Europe, through America, to Asia.

Time will perform the miracle, to our glory, to the glory of old Spain, and to the glory of the United States.

Faith and hope, self-control and enterprise, love for all, and the role of Porto Rico in the international concert will come as a gifted recompense from God.

# THE COLLEGE WOMAN AS NURSE

BY THOMAS H. SIMPSON

"I don't think we can do enough for them . . . . these men who have left everything . . . . I am more thankful every day that I took up nursing, even though my bit is so very small indeed."

THESE words were written from a base hospital in France by Amabel Scharff Roberts, Vassar, 1913, who, as a member of the Presbyterian Hospital Unit of New York, was succoring British wounded at Etretat hardly a month after her own country had joined the war against the common foe. The lines from her last letter home make a plea that daily rings deeper; for nurses are now one of the pressing needs of the nation, and it is to the girl of higher education that the calling's richest rewards are offered. Miss Roberts died in January from blood poisoning contracted in her work. Her classmates are now offering in her memory four scholarships in The Training Camp for Nurses, which will be held at Vassar College, Poughkeepsie, N. Y., from June 24 to September 13.

Where all the nurses are to come from, is a question that perplexes everybody intimately concerned with the care, and therefore the effectiveness of the millions of our men who are going to France. For we are going in millions, and with every million men there must be from 12,000 to 15,000 registered trained nurses. There are only 65,000 "R. N.'s" in America to-day. What will happen to our civil hospitals and to the rural and industrial health services when the nurses are all gone to the war? It takes three years to make a trained nurse; and the regular output of the nurses' training schools is hardly sufficient to meet normal civil needs.

## NO LOWERING OF STANDARDS

The problem presents itself so seriously as to have inspired a proposal in New York to draft women into the nursing profession, and the suggestion on the part of a prominent hospital head to cut a year off the training period for pupil nurses. Both suggestions met with instant and hearty disapproval from

the authorities, Professor Adelaide Nutting, of Columbia University, a leader in the profession, telegraphing from Washington:

The committee on nursing advises against any breaking down of the regular standards of nurses' training. The committee is strongly supported in this position by the . . . General Medical Board and Council of National Defense. Exception is advised only for college graduates . . .

Thus apparently an untrained or partly trained nurse is worse than no nurse at all. As a matter of fact the requirements of modern nursing are such that only the best skill and experience can meet the tests. The Army, for example, accepts nothing less than the "R. N." for military duty, and the type of woman once seen heroically flocking to France in large numbers to serve as "nurse's aids" or "brow-pressers" is now rigidly excluded as being worse than useless.

## THE APPEAL TO COLLEGE WOMEN

The college woman, however, is already in possession of much knowledge that a nurse acquires in training, and it is to take advantage of this circumstance that the Vassar "Camp" is being established under the auspices of the Council of National Defense and the Red Cross, the latter having allotted a fund of \$75,000 for operating expenses. Members of the last ten graduating classes, including that of 1918, of all standard colleges and universities are eligible as candidates for admission. The three-months' course under leading specialists is designed to enable the students to step right into practical hospital work and complete their training in two years instead of three, many well-known hospitals having arranged to receive graduates of the "Camp" on a basis that eliminates the elementary instruction and manual drudgery which the novice undergoes in the regular three-year course.

The motive is to attract as many college women as possible into nursing—a profession that they have heretofore overlooked, not-

withstanding its opportunities for distinguished patriotic and civic service, its high-salaried and dignified positions in more than fifty distinct branches of military and public-health work, and its high "matrimonial morality."

#### THE DEMAND FOR AMERICAN NURSES

The immediate problem, however, is to mobilize the present nursing resources of the country. In April, 19,000 "R. N.'s" had been enrolled in the Red Cross, and an appeal was about to be issued for 35,000 more. They'll be ready all right—with their long blue red-lined capes all pressed and their little black bags tightly packed—when the wire from Washington brings the word to abandon comfortable jobs and "proceed at once" to an Atlantic port to join some embarking unit of the second million. For the girls are not being left behind in this war.

American nurses are staffing the hospitals of our Allies, who continually ask for more of them. There are 5000 of our R. N.'s in military hospitals, and among the refugees in France, Italy, Rumania and Macedonia, saving wounded men and battling for the men's wives and children against pestilence and famine. Hardly a ship that leaves our ports but lists a contingent of nurses among her passengers. Who remain to serve the mother and baby in the remote farmstead and the swarming tenement, the sick and crippled in hospital and home, the maimed in flood and wreck and fire; to complement the overworked surgeon whose colleagues are in the army; to spread the gospel of public health against a death rate that always tends to rise when food and fuel are scarce and prices high? The answer is, the girls in training, and the Red Cross wants "just as many as it can get" to enter the nursing schools.

To the graduate of 1918 it is a chance for immediate service with the colors; for neither the high-school girl who enters a three-year training course nor the collegiate alumna who enters a two-year course will have to wait for her opportunity to serve. On the very first day of her training she starts helping in some way to care for the patients, thus adding her "bit" to the mighty sum of the nation's effort. It is expected that practically all first-class civil hospitals will receive at least some military cases; and, moreover, the pupil nurses as they become

proficient will release more and more graduate nurses for service in the cantonments or at the front. No amount of "training" in agricultural and other forms of heavy work for which women are in the main unfitted could equal this kind of training in its patriotic value.

#### CONDITIONS OF TRAINING

To be admitted to the Vassar Camp a woman must be in good health and between the ages of twenty-one and thirty-one, approximately. A nominal fee of \$95 provides for everything, and many scholarships are being offered by the Alumna who are coöperating with special committees of other colleges all over the country, in recruiting the students. There are, incidentally, other avenues by which a college woman can become a nurse in a shorter period than that of three years. A number of well-known hospital-training schools have readjusted their programs to meet the present crisis, and have arranged to give credit of from six to nine months, and in a few cases a full year. There is no shorter course than three years for girls who have not been through college, and any effort to lower this standard will be desperately resisted by the medical and nursing authorities. In the majority of schools the student nurse is under no expense for tuition, board, lodging, laundry, or uniform; and many schools in providing for larger classes have arranged the hours of study so that pupil nurses may still live in their own homes.

At all events there are now many wide gateways through which the young women of America may readily enter the form of service in which their country needs them most. Since Florence Nightingale and her little band of workers cleansed the Crimean cesspools that were called hospitals, reducing the death rate from fifty out of a hundred to four or five, many of the noblest spirits ever born have passed through these portals to a life intimate with suffering and tragedy, but rich in both spiritual and material rewards. To-day the world needs trained nurses as never before. Big opportunities await the patriotic, ambitious girls and women who are capable of meeting the emergency—in civil and military hospitals, in the public-health battle to maintain national efficiency, and in the reconstruction of men and things that will go on for years after the war.

# LEADING ARTICLES OF THE MONTH

## AMERICAN MAGAZINES AFTER A YEAR OF WAR

A TWELVEMONTH after America's entrance into the great world conflict finds the majority of the American monthlies and quarterlies devoting relatively less space than the newspapers to war topics, but naturally giving more prominence to such topics than before the fateful sixth of April, 1917. The April and May issues of the *Century Magazine*, for example, contain half a dozen articles of importance on various phases of the war and resulting problems. These are: "The Man in the National Army," by Henry Rood; "A General Staff for Peace," by Glenn Frank; "New Ideals for Peace," by Frederic C. Howe; "The Physician and the War," by Frederick Peterson, M. D.; "Government by Impression," by David Lawrence; and "The War-Whirl in Washington," by Frank Ward O'Malley.

Concrete and picturesque war activities are represented in *Scribner's* by Raymond B. Fosdick, who wrote on "Fit for Fighting—And After"; by Captain R. Hugh Knывett, of the Australian Army, who contributed to the April and May numbers stories of his adventures in No Man's Land; by Dr. C. L. Gibson, the New York surgeon, who wrote on "Caring for American Wounded in France," and by the letters of Edmond Genet, the first American aviator to fall while flying the Stars and Stripes. The series of articles by Winston Churchill, the novelist, entitled "A Traveler in War Time," was concluded in the April number. These articles dealt with England and France under war-time conditions, and the concluding articles especially laid emphasis on the wonderfully efficient system of transport and supplies built up by the British Government.

In *Harper's* for April, Edward Hungerford describes "The Business of Clothing the Army"; Mr. Frederic C. Howe con-

tributes a thought-provoking article on the control of the Mediterranean as the true crux of the war; George Abel Schreiner writes on "Threads by Which Nations Hang." The most conspicuous feature of the May number is the first of a series of articles giving "Impressions of the Kaiser," by Dr. David Jayne Hill, former American Ambassador to Germany. The story of Alsace-Lorraine, the "Lost Provinces," is told by the Abbé Klein, illustrated with historic documents.

The May *Atlantic* has articles on "The German Outlook for Parliamentary Government," by A. B. McLaren; "The Pacifist at War," by Henry Rutgers Marshall; "Russian Sidelights," by Arthur Ruhl; "Prussian Manners," by C. Journelle; "Ordinary Seamen, U. S. N." (a description of the Great Lakes Naval Training Station), by Joseph Husband; and the fifth of a series of war-adventure stories related by James Norman Hall.

In addition to Colonel Harvey's forceful editorials on the developments of the month, the *North American Review* for April presents the following: "The Real Secret Diplomacy," by G. K. Chesterton; "War Loans versus Business as Usual," by Benjamin Strong; "The President and Public Opinion," by Fabian Franklin; "National Self-Determination," by Henri Lambert; "What We Owe to Socialist Russia," by Charles Johnston; and "The Future of International Law," by E. S. Roscoe. Important features of the May number are: "A New Interpretation of Anglo-American Relations," by H. E. Barnes; "A Character Sketch of Clémenceau," by Graham S. Stuart, and "The Strategic Retreat of the German Language Press," by C. W. Park.

Following are the titles of the more important articles in the current number of the *Yale Review*: "The Strategy That Will

Win the War," by Émile Mayer; "The Submarine," by William O. Stevens; "Scandinavian Neutrality," by Maurice Francis Egan; "The Chemical Warfare," by Julius Stieglitz; "Good Temper in the Present Crisis," by L. P. Jacks, and "German Intrigues in Persia," by A. C. Edwards.

In the *Unpopular Review* there are articles (unsigned, according to the custom of

this journal) entitled, "Why America Lags," "The Problem of Alsace-Lorraine," "The Adventure of the Training Camp," "Turkey Under Germany's Tutelage," "Food Conservation and the Women," "Some Reflections on Revolution," and "Durchhalten!" In the same number the editor expresses his views on "Hasty War Marriages."

## THE ENGLISH REVIEWS

IN the *Fortnightly* and the *Contemporary*, the great British Reform Act of 1918 has been discussed at length. One writer, Mr. J. A. Marriott, has gone so far as to suggest in the *Fortnightly* that "democracy" and "representative government," so far from being interchangeable terms, as has often been assumed by English publicists, are really quite distinct ideas, and Swiss authorities have even gone so far as to define "democracy" as the antithesis of representative government. To them true democracy is not indirect or representative, but direct. So Mr. Marriott raises the question whether the Reform Act of 1918 is not "the last expiring effort to maintain a system hallowed in this country by long tradition, but effete and out of date."

Mr. W. H. Dickenson, writing in the *Contemporary*, is impressed by the essential radicalism of the main provisions of the Reform Act, of which he says:

In its inclusion of women, its extension to the military and naval forces, its simplification of the franchise, and its multifarious provisions for facilitating the exercise of political rights, it constitutes in itself a great revolution—a revolution effected without bloodshed or disturbance; brought about solely by a general acceptance of the fundamental principle of democracy, that the government of the people must rest upon the willing consent of all the people.

Dr. Seton-Watson undertakes to show in the *Contemporary* that a federal solution of the Austro-Hungarian problem is rendered hopeless by the insistence on Dualism of the German-Magyar combination which is now in power. He regards it as only an accident that Russia has collapsed earlier than Austria-Hungary.

The Bolshevik government's formal repudiation of Russia's debts, internal and external, is the subject of an article by Mr. H. J. Jennings in the *Fortnightly*. He estimates the total Russian indebtedness at about \$30,000,000,000, and says that never in modern

history has repudiation on such a colossal scale been dreamt of.

Apropos of Japan's proposed intervention in Manchuria, a writer in the *Contemporary* invites attention to the dangers involved in the spread of Bolshevism to Russia's vast Asiatic territories and thence possibly to China. He explains the recent disturbances at Harbin and Vladivostok as the first effects of the Bolshevik poison.

Writing on "British Policy in Russia" in the *Nineteenth Century*, Mr. Leslie Urquhart declares that "if the Allies continue to regard with folded and despairing arms the developments which are taking place in Russia, and if they do not actively assist and support by every means the Russian people in reestablishing law and order in the former Russian Empire, then Germany may succeed in her efforts at domination." The writer urges the sending of an Allied mission to Siberia with the object of holding Vladivostok and so gradually controlling the Trans-Siberian railway as far as the Urals, and preventing it from coming into the hands of the Bolsheviks and the Germans.

In the same review Sir William Ramsay examines the changes that have transformed Germany within the last fifty years, concluding that the whole nation, Socialists as much as other parties, had come to regard war with England as a necessary step in national development.

A writer in the *New Europe* on the desperate situation of Rumania says that it is hard to see how any sane partisan of the Allied cause could object to Rumania making any such necessary arrangements as would save her from destruction.

An article by Mr. P. H. S. Kempton in the *Contemporary* argues that everything possible must be done to reach and overtake Germany in the scientific extraction of nitrogen from the atmosphere.



## "WE ARE READY NOW"—AMERICAN DESTROYERS ON DUTY

**A**MERICANS should be gratified, says Captain H. A. Sailor, writing in *Sea Power*, for April, by the cordial expression of good will on the part of Sir Eric Geddes, First Lord of the British Admiralty, who recently said in Parliament:

It is perhaps natural that the coöperation between ourselves and the United States should be extremely close. I wish in behalf of myself and my colleagues publicly to pay tribute to the whole-hearted and generous devotion to the prosecution of the war which has governed the actions of every representative of the United States.

We have the advantage of constant consultations with Admiral Sims, who attends our daily staff conferences. We have American officers working in various sections of the British Admiralty on exactly the same footing as British officers. The coöperation between the two nations is as nearly complete as possible.

On the other hand, an American naval officer who recently returned from destroyer duty in European waters says: "If the British could, they would make Admiral Sims a peer of the realm, and if we naval officers could, we would transfer Admiral Bayly to our own service."

It was to Admiral Bayly that our destroyer flotilla officers made the now historic reply on arrival in British waters, "We are ready now." No wonder this prompt response made a favorable impression on the Admiral and the flotilla promptly "made good" in two ways, says Captain Sailor. In the first place, our vessels had greater fuel oil capacity than the British destroyers and so could keep the sea longer and carry their patrol further out into the Atlantic. In the second place, on three separate occasions the Admiral ordered some of our boats to meet an east-bound ship at an appointed latitude and longitude far out at sea, at an hour slightly before daylight, and to "pick her up" without the use of wireless. On the first occasion, the vessels met eleven minutes before the hour fixed; the second ship was found nine minutes in advance and the third was picked up six minutes before the pre-arranged time. Signals of congratulation for "a mission well executed" were made by Admiral Bayly.

Some of the difficulties incident to the convoy system are thus described by Captain Sailor:



Photograph by Neesser (from *Sea Power*)

ON BOARD AN AMERICAN DESTROYER OF THE FLOTILLA NOW IN THE WAR ZONE

(These narrow-decked vessels often have a roll of 15 degrees, even in quiet waters)

The merchant officer always likes plenty of sea room and doesn't enjoy being huddled into a bunch with a group of other ships. Now a convoy is made up of all sorts and conditions of ships with varying speeds and with their officers speaking all known languages and many unknown ones. They have not been drilled, but the minute the convoy reaches the war zone all ships are supposed to zigzag on signal from the leaders. Of course they are running without lights and making the best speed they can, and all hands are strung up and nervous. The formation is apt to be mob-like, for the officers are not accustomed to working together. Everyone is looking for submarines and no one is taking any chances. So the watch will see something peculiar. It may be a young whale, or a blackfish, or even a porpoise, but whatever it is it leaves a phosphorescent wake, so over goes the helm and the ship steams as fast as she can, one way or the other.

Meantime the protecting destroyers are around

the outside of the group, and the only safety is constant watchfulness. Their men do not get buffaloe by a porpoise, but do not relish having some big merchantman come charging at them out of the darkness. Consequently there have been a number of collisions, but our destroyers are tough and can stand a good deal of battering. But it is hard on the watch officers, and they and the destroyer crews are on edge the whole time.

An added danger is that a destroyer has to have a number of depth bombs on deck and these sometimes go off from concussion if the ship is in collision, for the depth bomb is a sensitive and quick-tempered creature and explodes on slight provocation. Consequently some of the damage that our vessels have suffered has been due to the explosion of their own depth bombs.

One difficulty that was experienced when the convoy system was first instituted was that the merchant ships' firemen could not be kept working at their best through the war zone. When a ship first gets into the dangerous area her speed is apt to pick up. A ten-knot ship may be able to steam nearly twelve, for the men are working on their nerve. But after a day in the zone, with the zigzagging and constant strain, and nothing happening, the men get tired, ease down, and the ten-knot ship may slow up to eight knots. Now

the speed of a convoy is the speed of the slowest ship, so that one vessel will detain all the others. One night one of our best destroyermen was shepherding the rear of a convoy and trying to speed up the laggards, for ships were beginning to sag astern and the group was stretching out dangerously long. It was a black night, so he decided on an experiment. As far as he knew, there were no U-boats within a thousand miles, but he opened up with all his guns and had a fine little naval battle all by himself. By the time he had finished it the entire convoy was going four knots faster. Nowadays a convoy may slow down by daylight, but an imaginary battle or two at night keeps its speed up.

All who have returned from destroyer duty, says Captain Sailor, are enthusiastic over the perfect harmony existing between the British service and the American. British officers have turned over their signal books to their American colleagues and the British codes are used by the Americans. American sailors are glad to serve under such a commander as Admiral Sir Lewis Bayly.

## JAPAN'S MILITARY COÖPERATION

IN the *Correspondant* (Paris) L. Lemoine presents the following analysis of Japanese public opinion with regard to furnishing military aid to the Allies.

The question, "When will Japan come to the aid of the Allies?" no doubt originated in press appeals for such assistance, desire for which was strengthened by knowledge of the splendid military record of Japan in China and against Russia. The entrance of the United States into the war created a feeling that Japan should offer a similar proof of unselfish solidarity with the Allies.

Lemoine warns against judging the question without considering the Japanese standpoint set forth in the press of that country.

On May 24, 1917, came the surprising news that a fleet of Japanese cruisers and destroyers had been operating in the Mediterranean for nearly two months. This was a significant matter in view of popular sentiment against sending aid overseas. An explanation is found in the Japanese press.

The treaty of London (September 27, '05) between England and Japan was based on the mutual protection of Oriental, Asiatic, and Indian interests. German aggression in Belgium, resulting in English intervention, drew Japan into the war to protect English and Japanese interests in the Far

East. The German posts, forced on China in 1895, were not forgotten by Japan; on November 7, '14, the fortress of Kiao-Chau was restored to Japanese influence, the German concession of Chou-Tong was occupied by Japanese troops, as well as the railway from Tsing-tao to Tsi-fou. An allied fleet took German possessions in Polynesia, Jalint, the Marinnés, Marshall, and the Caroline group.

Such duties performed, Japan apparently terminated its rôle of belligerent, though it continued to furnish supplies and financial aid. The fleet patrolled the Indian Ocean until February, 1917, when Admiral Sato extended Japan's sphere of influence by taking a fleet of cruisers and destroyers to the Mediterranean.

Early in the war public opinion in Japan was against sending aid to Europe for the following reasons:

- (1) The necessity of maintaining peace in China (as guaranteed).
- (2) The overwhelming expense.
- (3) The difficulty of transport and sustenance.
- (4) The danger of imperilling after-war relations with Germany.

At this point the writer points out the strong hold German methods had taken of Japanese imagination, so that some professors

declared the disappearance of German *kultur* would gravely prejudice world civilization!

In April, 1916, Baron Dem, member of the Chamber (of Paris) stated that the Anglo-Japanese treaty called for the protection of common Asiatic interests *only*. The *Asahi* (May 26, '17) deplored the secret sending of a fleet to the Mediterranean, while M. Osaki Yukio, former mayor of Tokio and deputy of Mie-Keu, protested to the Terauchi cabinet, and at Kobi (October 23, '17), warned against a request for troops by England, based on this precedent.

Newspapers, such as the *Yominuri*, the *Kokomi*, and the *Jiji-Shimpo*, favored the action taken, the *Hochi* stating that since the entrance of the United States into the war Japan must take a more active part, if it was to be properly recognized at the final peace conferences.

The *Yominuri* challenged the statement of the *Asahi* that Japan must receive compensation before giving aid, pointing out the baseness of such action and the necessity of taking a leading part in this world event. *Jiji-Shimpo* (July 8, '17) said, "Let those who wish to sell Japan's services over the counter be ashamed!"

The *Seoul Press* (June 17) pointed out the absolute necessity of crushing German militarism or suffering the weight of the iron hand.

Baron Togo Yasushi, after a trip to Russia, begged his fellow-countrymen (June 27, '17) to take a more active part in these ways:

- (1) To assume an attitude worthy of Japan.
- (2) To increase supplies of all kinds, including money.
- (3) To send an army to the front.
- (4) To supply ships, medicines and ambulances.

To this view the *Yorozu* (July 3, '17) also subscribed, demanding for what reason it should be opposed. The principal official journal, *Kokomi* (August 9, '17) warned against commercialism. The *Jiji-Shimpo*, sounding the same note, cited the United States as an example of self-sacrifice and patriotism.

Must one decide that such utterances represent a general desire to furnish an army? In September, 1917, this was evidently not the case. The *Japan Times* (Sept. 16, '17) asked whether enough sacrifices had not been made by sending the fleet, while the *Nichi-Nichi* (September 20) doubted the utility of sending troops even were it possible, but

suggested that aid in the form of transportation and supplies were most desirable from all standpoints. The *Jiji-Shimpo* (September 23) and the *Yominuri* (September 22) both held the same opinion, adding that every country should consider and provide its best instrumentalities to win the war. M. Shado, minister of finance (November 15, '17), expressed the same opinion.

Japanese merchant tonnage is, then, the most valuable aid that country can furnish the Allies to-day. Statistics of July, 1917, show that Japan possessed 2112 ships of 1,796,544 tonnage (454 being over 1000 tons). Since the beginning of the war 222 ships (723,161 tons) were chartered by foreigners; 32 ships (133,761 tons) were sold to Americans and Europeans between January and July. In addition the great subsidized companies maintained a European and Pacific service, together with 33 ships operated by Japanese unsubsidized companies.

The *Jibussgô no Nihon* of November stated that at the beginning of the war Japan possessed only nine shipyards capable of building ships over 1000 tons, while the forty navy yards had a capacity of 400,000 tons a year. Construction in 1916, however, amounted to but 160,000 tons—in 1917 it may have reached 300,000 tons. Of this tonnage 70 per cent. was furnished to the Allies.

Early last month it was announced at Washington that more than 250,000 tons of shipping constructed in Japan will soon be in the transatlantic service carrying troops, food, and munitions to France. Of this total about thirty vessels averaging 5000 tons each will fly the Japanese flag. It is also announced that the United States Government had arranged for new construction in Japan which would aggregate another 200,000 tons.

The United States on its part has agreed to furnish Japan with steel plates, so that Japan's building program will not be interrupted. The first shipment of steel plates will total 100,000 tons, sufficient for the construction of 300,000 tons of shipping.

The Allies should use Japan's aid as it can best be supplied, which at present means the furnishing of materials, manufactures, food, munitions, *rather than men*. Should the time come when armies are required—either because the seat of war moves to the East or because military aid is clearly necessary—Japan will undoubtedly be prepared to offer them.

# WHY GERMANY DREADS AN "AUSTRIAN" SOLUTION OF THE POLISH QUESTION

DISCUSSION of the Polish question in the press has recently been much enlivened both through the peace negotiations at Brest-Litovsk and through the program declarations regarding the future of Poland that were made in Paris, Rome, London, and Washington.

The journals of the German Empire discuss the so-called "Austrian solution" of the Polish question, and some of them are even grieved at the prospect of the calamity this kind of solution would bring to Germany. To show the misfortune for Germany and Austria lying in such an outcome is the endeavor especially of Emil Ludwig, who writes thus in the Berlin *Vossische Zeitung*:

Such a solution would be a harm to Germany and a danger to Austria. It would realize the paradox the presage of which was the fatal manifesto of November 5, 1916, proclaiming Polish self-government and carrying with it in consequence the exclusion of Galicia. In case of the carrying out of this project, the Hapsburgs would gain Poland, Austria would lose Galicia, and Hungary would have to look on at a menace to the state dualism. And who, in such conditions—save the Germans—would keep faith to the old form of the Austrian state?

Would it be the Bohemians, whose separatist manifestoes are distinguished only by the sincerity from similar aims of the other Slavonic nations? Would it be the Hungarians, who do not want to have as king the Austrian Emperor? Would it be the Poles, who relying on the example of their brothers in Prussia quite naturally now aim at union with their free compatriots of Russian Poland? Would it be the Ruthenians, whose form of civilization and of confession is remote from Poland and draws them to the great Ukrainian republic?

The Polish-baiting *Grenzbote* likewise indulges in reflections on the trials experienced up to the present by Austria and Germany in the elaboration of the Polish problem:

The most advantageous solution of the Polish question would be the annexation of the zone of German occupation, together with Warsaw, to Germany and of the zone of Austrian occupation, together with Lublin, to Austria-Hungary. But, promising Poland her union, on November 5, 1916, we entered on an entirely different road. The hope of forming a Polish army for us has brought merely disillusion. Now again, there is talk of a union of Galicia with Poland, the king of which should be the Austrian Emperor. This union of Poland with the monarchy of the Hapsburgs would be looser than the union of Austria with Hungary.

Poland would in this manner set an example fit to follow to the Hungarians, who would undoubtedly take advantage of this lesson. Poland would also stimulate the aspirations of the Bohemians and Croats and would loosen the whole Austro-Hungarian monarchy, as the nationalistic principle would gain ascendancy over the state. He that should allow Poland to enter the state union of Austro-Hungary would drive a wedge that would burst the monarchy. The union of Poland with Austria would, upon the whole, be such an event as Germany could agree to only after a grievous disaster. Never can it be the result of victory.

The Paris *Temps* compares the program of the foreign policy of France presented in the memorable speech, on December 28, 1917, of M. Pichon, Minister of Foreign Affairs, with the conditions of peace presented by the Central Powers at Brest-Litovsk by Count Czernin, Austro-Hungarian Foreign Minister:

The program of the Central Powers still contains many denials of justice. For, what is this allusion to the "right of minorities"—so cruelly slighted in "Mitteleuropa,"—but a pretext to interfere with the internal affairs of Belgium, to protect, as it were, the Flemings, who, in reality, have a horror of a German protectorate? What is this refusal to indemnify the invaded countries, which they have methodically pillaged? What is this pretension of re-establishing "a regular economic traffic" between Germany, enriched by so much booty, and the nations she refuses to indemnify, after having stripped them? What is this absolute silence with which the Austro-Germans have endeavored to bury the Polish question,—*totschweigen* it, as they say?

We congratulate M. Pichon on having broken the silence and on having proclaimed that the Allies desire to bring Poland to life again, "*one, independent, indivisible, with all the guaranties for her free political, economic, and military development and all the consequences that may result therefrom.*" This integral resurrection of Poland is an essential condition of equilibrium and peace.

A paragraph of the treaty of armistice, signed on December 15 at Brest-Litovsk, between Russia and the Central Empires that is of interest, as it seems not to be known here, was criticized broadly by the *Temps* of another issue. Namely, Article IVth of this treaty, prescribing the conditions of the armistice, is directed against the Poles in the Russian army, in particular against the Polish forces at the front. For these troops there was fixed a special line of demarcation, or

boundary, beyond which they were not to be allowed to pass under pain of arrest by the Austro-German troops and under pain of being held for violating this regulation as prisoners of war to the moment of the conclusion of peace or the denunciation of the armistice. Of this treaty of armistice the *Temps* speaks thus:

It contains an exceptional measure against the Poles fighting in the Russian army. Those among them who should wish to take advantage of the armistice in order to return to their homes—as many of the Russian soldiers do,—will be made prisoners by the Austro-Germans, who occupy their country. One divines what kind of liberty our enemies purpose to leave to Poland. History will note that Germany, in 1917, inaugurating her relations with revolutionary Russia, began with a stipulation directed against the Poles, exactly as Bismarck inaugurated his relations with Russia with the convention of February 8, 1863, by which it was decreed that: The heads

of the Russian and Prussian detachments shall be authorized to aid one another and in case of need, to cross the frontier in order to pursue the rebels that should pass from one country to the other." The "rebels" that at that time were trapped, the exiles that to-day are threatened with arrest, are always the Poles.

Appealing fervently to the Allied governments to emphasize that the cause of Poland lies at their heart, the *Temps* declares in conclusion:

After this armistice there is no more any pretext that the Kingdom of Poland may be subjected to two military dictatorships,—the one Prussian, the other Austro-Hungarian. It is necessary that the population be able to choose, freely, the régime under which it wants to live. No one can restore validly the Russian frontier before Poland speaks in this matter. We demand that the Allies, constituting themselves the advocates of Poland, should solemnly reserve her rights.

## A NEW INDUSTRIAL ITALY

A n unlooked-for and welcome picture of the effect of the war in stimulating and speeding up Italian industries is furnished by Francesco Chiesa in his monthly Italian letter to the *Bibliothèque Universelle* (Lausanne). After speaking of Italy's new soul, tempered in the dreadful fires of her reverses last autumn, he says:

What few persons are as yet aware of is a powerful industrial Italy of manifold activities. An excellent idea of this may be obtained by even a cursory glance at a number of the interesting periodicals published at Milan under the title of *The Illustrated Italian Industry*. The war production, enormous even before last autumn, increased astonishingly during the final months of the year, after the lamentable events of October had proved the necessity of calling on all available sources.

Another journal, the *Tribuna*, is quoted as stating that practically all the arms and munitions on the Italian front were of national manufacture, only one and a half per cent. being of foreign origin, while Italy provided her allies with a larger amount than she herself received from foreign sources. The *Tribuna* declares further:

After providing for her own military requirements, Italy has taken up the task of aiding her allies also, though these were perhaps better provided than ourselves, who had almost no established industries. But now steel plants have sprung up as if by magic, turning out supplies which were previously lacked by us; for example,

we have been making steel molds more resistant than the famous Austrian molds, as well as electro-magnets, reflectors, agricultural machines, apparatus of precision, telemeters, tools, and apparatus of various sorts, all products of the best quality and furnished in large quantities to our allies likewise.

The production of our aeroplane factories has attained really surprising proportions—a single plant in Lombardy was ready last June to deliver twenty-five machines per day.

Mr. Chiesa assures us that besides these war-furnishing activities, there are feverish preparations for industrial enterprises after the coming of peace, observing that Italy will have no lack either of workmen, of materials, or of the spirit of enterprise. He closes by exhorting the Italians to mend their ways in certain respects:

It is to be hoped that the severe trials of the war will also develop among the Italians that spirit of order and of discipline which ought to serve not only to produce intensive labor both in factories and on the land, but likewise to develop methods of placing Italy's products rapidly and in attractive form upon the markets of the world.

For example, anyone who lives in Switzerland well knows how the excellent products of Italy's orchards and nurseries are passed by in favor of those from France and Spain, which the customer prefers because they are put up in better shape. Almost the same thing was true of the products of industry exported by Italy before the war. The war has proved that success is the reward of the man who watches over every detail and does not flatter himself that he can neglect the lesser things after he has completed the greater things.



Undoubtedly the situation thus depicted with regard to Italy's present and future activities is of peculiar interest in this country,

where for some years past Italian immigrant labor has been such an important factor in certain of our industries.

## EUROPE'S EXPERIENCE IN LIMITING WAR-TIME EXECUTIVE POWERS

**D**ISCUSSION of the Overman bill has served to draw attention to the control over executive functions exerted by the legislative bodies of other countries.

The views of the Italian Minister of State, Tommaso Tittoni, in this matter, as given in *Nuova Antologia*, are worthy of note. The question is one of more especial importance in Italy, as fuller and more unlimited powers have been conferred upon the government there than in any other of the belligerent countries.

The chief objection raised against a more active collaboration of the Italian Parliament with the executive is that this would tend to weaken the government just at the very moment it most needs to be strengthened. As to this Minister Tittoni declares that far from weakening it, he merely wishes to do away with its isolation from Parliament, an isolation that has caused the government to be held exclusively responsible for all the errors that have been made, and for all the failures that have resulted.

A closer association of Parliament with the executive would only add to the latter's strength and authority, and just at this time, when the situation is so very grave, there appears to be even greater urgency that Parliament should lend more efficacious support to the executive, either by the constitution of special committees, or at least by asking for a restitution of those statutory functions which the Italian Parliament voluntarily renounced for an indefinite period in a moment of patriotic impulse.

### ENGLAND AND FRANCE

While the British Government, by the provisions of the Defense of the Realm Act of November 27, 1914, has been clothed with practically unlimited powers within certain fields, the boundaries of these fields have been strictly defined and the special powers only concern the prevention of all intercourse with the enemy; the suppression of all attempts to disseminate false news, or any news that might do harm to the cause or disturb the relations between the Allies;

the protection of army and navy, of the means of communication and of the ports from danger; and the assurance of freedom of navigation.

In France, two years after the beginning of the war, the government asked the Chamber to pass a law granting full powers to the executive, but the proposition was rejected, one of the deputies exclaiming that this would be to organize a dictatorship. The Chamber of Deputies can rightly claim to have met all the exigencies of the war without renouncing its constitutional privileges, and not long since its presiding officer was able to say: "It will be to our eternal honor that, in face of the greatest of the world's catastrophes, we have not been forced to do violence to our fundamental laws."

In England and in France, with the prolongation of the conflict, the necessity for a greater control of expenditures has made itself felt, and to satisfy this legislative committees have been appointed.

The Select Committee on National Finance of the House of Commons was chosen July 25, 1917. It consists of twenty-six members selected from all the parties, and its sub-committees strictly examine all outlays for military purposes as well as for the purchase of grain.

Of the French committees of control elected by the Chamber of Deputies, Clémenceau went so far as to say that they had been the salvation of France, and this opinion is said to be shared by leaders of all parties. The necessity for an equally effective control of expenditures in Italy is warmly urged by Signor Tittoni.

The article of Minister Tittoni has aroused considerable discussion in Italy, and the *Rassegna Nazionale* has opened its pages to correspondence on the subject. The opinions expressed have been in several instances so frank as to invite the attention of the censor, but it can easily be seen that the writers are in sympathy with Tittoni's ideas.

From Ferdinando Nunziante we have the declaration that the full powers conceded by

Parliament for the prosecution of the war cannot justify many of the dispositions made in matters having no connection with the war—dispositions that have only resulted in a notable and useless increase in outlay, and in the imposition of new and unnecessary limitations on statutory liberties.

For Giulio Padulli the failure of cordial coöperation between the government and

Parliament would constitute a fatal hindrance to the development of the national energies, since by preventing the free expression of criticism it would favor the accumulation of bitter feelings. Lastly, Claudio Treves notes that in England and France the representative bodies, instead of reducing their prerogatives during the war, have augmented them.

## THE NATIONAL ANTHEM

SINCE the United States entered the world war there has naturally been much comment, some of it critical in character, on the words and music of our national anthem. It has seemed to some critics, notably Miss Kitty Cheatham, the well-known singer and community music worker, that the sentiments of "The Star Spangled Banner," especially as expressed in the second verse—"Where the foe's haughty host in dread silence reposes"—are inappropriate to the present time, and it has even been suggested that reference to our bygone differences with Great Britain may tend to disrupt the cordiality now existing between the two nations.

Mr. Edwin Litchfield Turnbull, writing in the *New York Sun*, agrees fully with these writers that nothing should be permitted to disturb the brotherhood and unity of purpose now binding America to England more strongly than any signed treaty or alliance. But he points out that usually only the first stanza of the anthem is sung and this certainly contains no word that could be objectionable to our English cousins. He calls our attention to the fact that it is not customary in Great Britain to sing more than the first verse of "God Save the King."

He also suggests that it is an additional bond of sympathy between our country and Great Britain that the melody of "The Star Spangled Banner" is an old English air, composed probably about the time of the Revolutionary War, for the frivolous words of a drinking song, "To Anacreon in Heaven." There has been controversy as to the composer of this music. Mr. Oscar Sonneck, in his exhaustive report on the subject for the Library of Congress, gives it as his opinion that the weight of evidence is in favor of John Stafford Smith, the date being between 1770 and 1775. It is a dignified melody well suited, as Mr. Turnbull says, to

the patriotic verses of Francis Scott Key, who himself indicated on the original manuscript (now in the collection of Mr. Henry Walters, of Baltimore) that he wished his verses to be sung to the tune of "To Anacreon in Heaven."

Mr. Turnbull thinks it probable that the music was first sung in this country about 1798, to the words of Robert Treat Paine's patriotic song, "Adams and Liberty," so that it was already familiar to the author of "The Star Spangled Banner" when in 1814 he composed his poem while watching the bombardment of Fort McHenry by the British fleet.

To the objection sometimes made that the music of our national anthem is difficult to sing because of the great range from low B flat to high F, Mr. Turnbull replies that the German national air, "Die Wacht am Rhein," has exactly the same compass.

Furthermore, Mr. Turnbull explains that in every large audience when the national anthem is sung the extreme notes are well covered by the low and high voices and the singing is usually supported by an orchestra or military band so that the general effect is good. As an instrumental number, particularly when played by a fine military band, the music is exceedingly impressive.

What we Americans need, according to Mr. Turnbull, is not a new national anthem, but more reverence for both words and music of the one that we already have, which is indissolubly bound up with the traditions of this and of our mother land for more than a century.

As to the quality of "The Star Spangled Banner" as music, Mr. Henry T. Finck, for many years musical critic of the *New York Evening Post*, says in the *Independent* that while he regards it as inferior to the Russian and Austrian national hymns, he thinks it is far better than the "Watch on the

Rhine." Its best setting, in part, is in Puccini's "Madame Butterfly," where some delightful effects are achieved with it.

While it is probably impossible to establish by law strict regulations covering the use of the national anthem, the *Bellman*, of Minneapolis, thinks that it would be a great help if the Government or some affiliated patriotic organization would issue official instructions regarding these matters. These should state clearly that there is only one official recognized national anthem, "The Star Spangled Banner."

The *Bellman* is certainly quite right in saying that it is nonsensical to have two or more songs sharing the full national honors. People may be left to act according to their own judgment with regard to "America," "Columbia," or the "Battle Hymn of the Republic," but the instructions concerning the national anthem should be definite. "That civilians should rise and uncover whenever it is played or sung goes without saying, but it should not be played or sung publicly except as part of a ceremony or meeting of a definitely patriotic character."

## THE SPANISH MERCHANT FLEET

IN the February issue of *Hojas Selectas* (Barcelona) Señor Alfenique (pen name) presents an interesting view of Spanish interests in the mercantile world. He points out that during the past forty years almost every nation has built up a powerful merchant marine, while Spain, "though naturally one of the first nations of the world—and without question the first in point of discovery—has remained almost inactive."

He continues—had Spain installed one shipyard each year (since 1876) and built *merchant vessels*, not *ironclads*, Spain today would have a fleet of over 5000 vessels! The possession of such a fleet would have encouraged an increase of manufacturing in Spain, with a consequent exportation to foreign countries, especially South America.

Five thousand ships, with a total tonnage amounting to, approximately 10,000,000 tons would have opened the markets of the world to Spain "with the double key of *speed* and *cheapness*" and overcome the strong influence in South America at present enjoyed by North America (*e. g.*, the United States) thanks to its many maritime lines in the commercial service.

Through the inattention of Spain to maritime needs she has lost touch with her transatlantic sons and she sees "the impossibility of competing in cheapness with similar foreign products—especially from the United States, whose commercial expansion is rendered more formidable through the carrying out, without any opposition, of the *egoistic* Monroe Doctrine."

While the world is engaged in the great war the United States is preparing "to expel Europe (and especially Spain) from South American markets" says Señor Alfenique.

The Panama Canal is aiding this design by connecting New York, by means of five 10,000-ton steamers (of 18 knots) with Colon, Callao, Mollendo, Arica, Iquique, Antofagasta and Coquimbo: thus practically all Chile will fall under the commercial influence of the United States.

Spain labors under a disadvantage because of this fact: Unless South America can purchase goods cheaper and better in the mother country, sentiment will have no effect and the United States will continue to furnish most of her imports.

Spain has erred again in not starting to build ships as soon as the war started; instead it has remained torpid in the center of a vicious circle of recrimination and inaction.

To-day the total merchant fleet of Spain is but 843 ships, with a total tonnage of 847,578 tons: this shipping is divided between 603 steam vessels of 816,477 tons and 240 sailing craft of 31,101 tons. The majority of the shipping is located in Bilbao, Barcelona, Valencia, Seville and Cadiz (in the order named). Bilbao naturally stands first, owing its superior access to supplies of iron in its various manufactured forms, its tonnage of 348,935 (distributed in 217 vessels) cost an average of 5000 pesetas<sup>1</sup>—though the present cost per ton is about 12,150 pesetas, owing to abnormal conditions caused by the war.

Though Spain has hitherto failed to build merchant ships, Señor Alfenique strongly urges the absolute necessity of starting to build now, so that Spain may reach the place rightfully hers in the commercial world.

<sup>1</sup> The value of the peseta before the war was about 19.2 cents. It is now at a premium here.

# WHAT IS A TORNADO?

**E**VER since the United States Weather Bureau was established, one of its constant occupations has been the attempt to teach the public that a cyclone is a totally different thing from a tornado. A cyclone is an area of low barometric pressure, of vast horizontal extent, with a typical system of winds, which may or may not be stormy. The average American citizen experiences one or two cyclones a week, year in and year out, the most obvious tokens of their occurrence being a rise in temperature, increased cloudiness and, frequently, rain or snow. A tornado is a local whirlwind of almost insignificant size compared with the cyclone, but more violent than any other wind known on the face of the earth.

In a pertinent contribution to the last *Monthly Weather Review* (Washington), Prof. A. J. Henry says:

The real tornado is to be distinguished by several unmistakable characteristics, first, the whirling column of air and pendant funnel-shaped cloud, whose lower end is always in physical contact with the earth when it causes destruction. Whether or not the funnel cloud can be seen depends somewhat upon the size of the storm, on the viewpoint of the observer and also the time of day. In the dry regions of the Great Plains the funnel cloud is often plainly visible miles away across the prairies, but in the more humid districts east of the Mississippi River, where the cloud mass is much greater, it is sometimes impossible to perceive the funnel cloud in the darkness and rain produced by the general rain cloud. The second characteristic is a very significant roar that has been likened to the rumbling of distant thunder or the approach of a train of heavy cars; and finally, after the storm has passed, the lay of the debris will generally indicate whether there has been a twisting or whirling motion of the winds. If the debris lies parallel with the course of the storm, then the winds have been straight-line rather than spiral or curving and the storm was not a tornado.

Tornadoes almost invariably travel in an easterly direction. The prevailing direction is from the southwest to the northeast. The width of the path of great destruction varies from a few rods to half a mile; in extreme cases a width of as much as a mile has been reported. The average length of the path of great destruction is about twenty-five miles, although here again individual cases vary greatly from the average. Great de-



WRECKAGE IN THE PATH OF A TORNADO THROUGH AN AMERICAN CITY  
(The destruction caused in Omaha, Nebraska, in the spring of 1913).

struction is not always continuous throughout the entire path of the storm, but occurs only where the funnel cloud is in contact with the earth. The funnel cloud sometimes rises and passes over considerable distances before again descending to earth.

Professor Henry presents a sort of tornado catechism, embracing the questions most commonly asked about these storms and the answers to them. The following is an extract:

*Q. During what month of the year can tornadoes be looked for in the Mississippi Valley?*

*Ans.* Tornadoes may occur in the Gulf States in winter. As the season advances the region of greatest frequency is found in the Plains States and the Mississippi Valley, May being the month of occurrence of the greatest number, April coming next. East of the Appalachians tornadoes occur rarely until after July. The season of tornadoes in the Mississippi Valley extends from April to September, inclusive.

*Q. In case a cyclone cellar is not available, what, in your estimation, would be a safe place?*

*Ans.* The southwest portion of the cellar of a frame house.

*Q. What about cellars in brick buildings during such storms; are they safe?*

*Ans.* That depends entirely on the severity of the tornado. Some tornadoes merely destroy the roof of brick houses; some cause the walls to crumble or fall outward. The cellar of a brick house is probably safer than any other place in that particular structure. In the Omaha tornado of March, 1913, very few brick houses were seriously damaged.

*Q. What time of day do these storms occur?*

*Ans.* Generally from 3:30 to 5 p. m.

*Q. Have there been any at night?*

*Ans.* Yes.

*Q. Have the municipalities any way of notifying the people, and how?*

Ans. The place where a tornado will form can not be foretold. Tornadoes, like thunderstorms and hailstorms, occur, for the most part, on warm, sultry afternoons, in the late spring and in summer. While the precise path of these storms can not be accurately foretold, the weather maps show when the conditions are favorable to their generation.

The local signs of the approach of a tornado are ominous clouds, first in the southwest and then almost immediately in the northwest and north. The appearance of a pendant funnel-shaped cloud may be taken as conclusive evidence of the presence of a tornado. If a funnel cloud can not be observed, its existence can be known by a peculiar roaring noise, somewhat like the

rumbling of distant thunder or the approach of a train of heavy cars.

If one can see the tornado cloud and gain an idea of its direction of motion, then the zone of safety is in a line at right angles to the direction of motion. If the tornado is moving toward the northeast, then one should run toward the northwest, provided, of course, the storm is about to move a little to the south of the observer's position.

The southern margin of a tornado is more dangerous than the northern, and one should take advantage of this fact in the endeavor to reach a place of safety, remembering that usually the width of the path of great destruction does not cover more than a couple of city blocks and that comparative safety may be found only a short distance at right angles to the line of advance.

## GUATEMALA'S EARTHQUAKE DISASTER

THE latest disastrous earthquake in Central America is described in the *American Museum Journal* by an eye-witness, Prof. S. G. Morley, of the Carnegie Institution of Washington. A series of shocks, culminating on January 3, 1918, completely ruined the city of Guatemala, the capital of the republic of the same name and a place of 100,000 inhabitants, with a loss of life amounting to about three hundred. Thus the destructive earthquake and volcanic eruption which visited San Salvador June 7, 1917, was eclipsed by a greater disaster of similar character in the adjacent republic. It is likely that the two disturbances belonged to the same "family" of earthquakes.

"Thrice," says Professor Morley, "and each time located in a different spot, the capital of Guatemala has been destroyed by earthquakes—in 1541, in 1773, and lastly in the recent shocks." The original capital was founded in 1527 and did not attain great importance, but the second became the most magnificent and populous city of Central America, having as many as 60,000 inhabitants by the middle of the eighteenth century. After this city had suffered numerous severe shocks the Spanish authorities sought a new location for the capital, on a site supposed to be entirely immune from earthquakes, and the third capital was founded in 1776. Though the expectations of the founders were not realized and the new city was frequently injured by seismic shocks, its beauty and importance eventually earned it the title of "the Paris of Central America." To-day this city lies in ruins. Nearly one

hundred thousand people are living under flimsy temporary shelters or in the open, and great suffering and loss of life are threatened unless adequate housing shall have been provided before the rainy season begins in June.

The recent series of shocks began on November 17 last, but no destructive shock occurred until Christmas night. The first violent disturbance was felt in the early evening.

At half-past eleven the ground lifted a second time under our feet, jerked back and forth, and all but upset us. Buildings crashed down, wires short-circuited, and a choking dust again filled the air.

In view of the fact that their homes were being shaken down almost about their heads, the inhabitants were surprisingly calm. I saw very little hysteria and no disorder. The Indians fell on their knees when the second shock started, and began to pray. Lighted tapers were produced from somewhere and the drone of many prayers came from all sides. This second shock was far more severe than the first, and was the one which really destroyed the city. Subsequent shocks only brought down previously cracked and loosened walls. There followed an interval of minor quivers until ten minutes past two in the morning, when the third and last great movement of that long night shook the city, bringing down many more houses.

About seventy people were killed on Christmas night. The fourth heavy shock occurred at 2 p. m., December 29, when more than a hundred lives were lost.

Again the stricken city strove to compose itself. Slight tremors still continued but of diminished violence. A few shops opened here and there; fewer people left the city; confidence was returning a second time, when at twenty minutes to eleven in the evening of January 3, the city



was rocked to its very foundations by the most tremendous shock of all. The earth lifted up as though pushed by some vast subterranean agency seeking outlet, held a moment thus, and then in terrific jerks and twitchings, settled back. By stop-watch this mighty movement lasted eleven minutes from its first cataclysmic second to its last dying tremor. And the destruction which it accomplished was more than that of all the others combined.

It is true that the city had already been fairly well loosened in its joints, but the earthquake of January 3 finished the work of destruction.



THE TECHNICAL COLLEGE OF GUATEMALA CITY, WRECKED BY THE EARTHQUAKES OF DECEMBER AND JANUARY LAST

## STANDARD TIME AT SEA

REFORMS in time-keeping are the order of the day. With improved facilities of intercommunication the old-fashioned parochialism of the sundial and the sun-ruled clock is becoming more and more inadequate to the practical needs of a busy world. We have not yet reached the millennium of using an identical standard of time throughout the world—abolishing the paradox that makes the instant we call “now” six o'clock at one place, twelve o'clock at another, and so on—but indications are not lacking that for telegraphic purposes, at least, this absolute uniformity will be realized in the near future.

Meanwhile the use of the standard time zones, the ultimate effect of which is to give the world only twenty-four kinds of time instead of an unlimited number, is rapidly spreading from one country to another. In passing, it may be noted that the daylight-saving law recently enacted by Congress gives federal recognition, for the first time, to the existence of this kind of time-keeping in the United States.

About a year ago the French Government took the important step of adopting zone time on board its naval vessels. In other words, a French warship no longer sets her clock and regulates her bells according to local solar time from day to day, but uses the time of the nearest standard meridian, exactly as travelers do on *terra firma* in those parts of the world where standard time is in operation. Thus in circumnavigating the globe her clock would be changed twenty-four times, and in each case by a whole hour.

Recently the British Admiralty summoned

a conference of government officials and representatives of scientific societies to consider the desirability of adopting a similar reform in the British naval and merchant services. The *Geographical Journal* (London) says:

The principal business of the conference was to consider the desirability of extending to the sea the system of time zones now widely adopted on the land; a system whose advantages have long been recognized as highly conducive to precision and certainty in the interchange of telegrams, the arrangements of train and postal services, and in many other departments of life. Until recently a ship at sea was a law to itself; and although ship's time was usually more or less adjusted to apparent time at noon each day, there was no certainty that the time of a message despatched from the ship or of an entry in the ship's log could be translated into Greenwich mean time. The conference was of the opinion that the establishment of zones at sea (outside territorial waters) corresponding to the time zones on land is the most practical method of obtaining uniformity in time reckoning at sea.

Certain modifications of the plan as adopted by the French Navy were, however, recommended:

In the French system the time zones are numbered eastward from 0 to 23 hours, which, while in many respects convenient, has the disadvantage that it does not give without ambiguity the reduction from the time of any zone to the time and date of Greenwich. The conference therefore recommended that “the zone extending from  $7\frac{1}{2}$  degrees east to  $7\frac{1}{2}$  degrees west of the meridian of Greenwich should be the Zero Zone. The zones west of the Zero Zone should be described as Plus 1, Plus 2 . . . up to Plus 12 for that part of Zone 12 lying east of the date line (*i. e.*, the line based on the 180th meridian, on crossing which the date must be advanced or put back one day), and the zones east of the Zero Zone should

be described as Minus 1, Minus 2 . . . up to Minus 12, for that part of Zone 12 lying west of the date line."

With respect to various details of operation the conference recommended:

That the alteration of the time of the clocks in ships should always be one hour, and be invariably recorded in the ship's log; but the instant at which the clock is altered need not necessarily be that at which the ship passes from one zone to another.

That the zone description, *i. e.*, the correction required to obtain Greenwich time, be always plainly shown on the clocks, either by labels or otherwise.

That in all entries in ships' records, whenever a date is given it should be accompanied by the zone description; and that in all official communications and correspondence, when a time is given the zone description should be added.

That for all regular meteorological observations the ship's clock time should be used. That, as a rule, all self-recording meteorological instruments on board ship (which it would be difficult to adjust continually for zone time) should

keep Greenwich time; the zone description should be entered daily on the record.

The conference recommended that zone time should be used provisionally in registering the receipt and despatch of wireless telegraph, telegraph and visual messages.

While making this recommendation, the conference was nevertheless of the opinion that ultimately the most convenient time to adopt for all records of and reference to time in connection with the despatch and receipt of all messages, whether wireless, cable, or land lines throughout the world, would be Greenwich time, and expressed the hope that this proposal might as soon as possible be brought before the various nations and bodies concerned.

The general plan of using standard time at sea has been adopted by the Italian Navy, though details have not yet been announced. The other maritime countries can hardly fail to follow the example of France, Great Britain, and Italy.

## CHINA'S SALT TAX

THE financial importance of salt, from ancient times down to the present day, is one of the curiosities of political economy. Salt taxes have been a favorite method of raising public revenues and, too often, of exploiting the tax-payer. The *gabelle*, or salt tax, of pre-Revolutionary France, was an institution the unpopularity of which is echoed in the slurring use of the modern nickname of French custom house and *octroi* employees—"gabelou." The practise which prevailed in France of graduating the salt tax in different parts of the country more or less according to the facility of collecting it finds a parallel in the history of the Chinese salt *gabelle*, an interesting account of which is published by Commercial Agent A. W. Ferrin in *Commerce Reports* (Washington: Government Printing Office).

Prior to the revolution which established the Republic, the management of the salt tax was a subject on which little information could be secured. At that time China was divided for purposes of administration into eleven salt areas, seven of which produced sea salt, two lake salt, and two well salt; and these areas were subdivided into a large number of districts, in an attempt to equalize to some degree the natural conditions in various places. Since the government not only taxed the salt but acted as middleman between producer and retailer, frequently as transportation agent as well as wholesaler, and in some Provinces managed the whole salt business as a government monopoly, it was neces-

sary to make such a schedule of taxes as the traffic would bear. A high tax on salt near the sea, and a consequent high price to the consumer, would, of course, set everybody to evaporating his own salt, and the prevention of illicit manufacture would cost more than the revenues collected. In places where no salt was produced a high tax could hardly be evaded, but too high a tax would stop the consumption of salt and hence cut down the government's revenues.

Such considerations as these, with others, greatly complicated the management of the salt *gabelle*. The salt was practically in bond from the vats to the depot, where it was sold at a price fixed by the government to privileged persons, and was taxed at every stage of manufacture, transportation, and sale. In Provinces where the government itself did not maintain a monopoly the salt dealers did, and they paid heavily for licenses. With the various legitimate government charges on salt, it was found in some places that this article was paying no less than forty-three different taxes in addition to increments put on by local and provincial officials, although each tax was of course infinitesimal. What the average tax for the Empire was is as hard to determine as the aggregate return.

In the four Yangtze River Provinces, south Anwhei, Kiangsi, Hunan, and the half of Hupeh that consumed sea salt, the average tax was above \$2 a picul (133½ pounds). But in districts near the salt works no tax or at best a merely nominal tax was imposed, and in many places the aggregate of the duties collected was less than \$1 a picul.

Prior to the year 1913 the salt *gabelle* was so loosely administered that it never yielded

anything like a full return. Information as to the amount of revenue which reached the central government from this source is vague. One estimate is that it amounted to about \$20,000,000 Mexican a year. A new era in Chinese finance is marked by the negotiation of the Reorganization Loan of 1913.

When the new Chinese Republic in 1913 approached the international bankers for a loan of 25,000,000 pounds sterling for the reorganization of the country's finances, the salt revenue was offered as security, subject to some underlying liens, which included a contingent liability under the terms of the Boxer indemnity. The international bankers demanded as a preliminary to the loan the complete reform of the salt gabelle under foreign direction, and practical foreign control of its future collection. To this demand the Chinese Government acceded, and in December, 1913, provisional order No. 43 was promulgated, creating a central salt administration under the Ministry of Finance, with two chief inspectors, one Chinese and one foreign. The foreign inspector chosen was Sir Richard Dane, and he has virtually controlled the collection of the salt tax since that date. The Chinese still control entirely the production and sale of salt, in regard to which Sir Richard acts merely as adviser. Much progress has been made, however, in the direction of the abolition of monopolies in salt dealing and the introduction of free trade, notably in Kwantung and Szechwan Provinces.

It was found impracticable to adopt a flat tax rate, and the old system of rates was adhered to, with some modifications. The intervention of Europeans and of occidental methods led to the striking result that the proceeds of the tax were approximately tripled without much increase in the cost of salt to the consumer.

The proceeds of the salt gabelle for the first year of the new administration were \$60,000,000 Mexican. This money was deposited as it arrived in Peking in equal amounts in each of the five banks of the reorganization loan syndicate. The German bank has, of course, been eliminated since the entrance of China into the war. Interest was paid by these banks on the various foreign obligations secured on the gabelle on order of the chief inspectors. On balances they allow 2 per cent. interest.

It was provided in the agreement that the salt account could be drawn upon only under the joint signature of the chief inspectors, "whose duty it will be to protect the priority of the several obligations secured upon the salt revenue." These obligations are: (1) The Anglo-German loan of 1898 (secured primarily on the Maritime Customs, and interest is now paid entirely from customs revenues); (2) the Boxer indemnity of 1901; (3) Hupeh provincial bonds of 1909; (4) Chihli provincial bonds of 1910; (5) the so-called Crisp loan of 1912; (6) the reorganization loan of 1913; (7) the Hukuang Railway loan.

The charges on these obligations vary, owing to the fact that some of them are jointly secured on the Maritime Customs. In 1914 payments on these obligations from the salt gabelle amounted to \$21,106,572 Mexican; in 1915 to \$34,599,082, and in 1916 to \$24,911,905.

It was further provided in the reorganization loan agreement that any surplus over the amount required to take care of the obligations charged on the salt revenues should be released by the chief inspectors for the general use of the Chinese Government. It was not expected at that time that there would be any large surplus; but many causes, some of them arising out of the war, have combined to create a very considerable one, which is at present the chief financial support of the Chinese Government.

Probably the most important of these causes is the abnormal rise in the gold value of silver. While the Boxer indemnity agreement provided that any deficit due to inadequate receipts from the Maritime Customs should be made good from the salt revenue, the reorganization loan agreement provided that any excess of Maritime Customs receipts over requirements should go to pay charges secured on the salt gabelle, thus increasing by that much the surplus of salt revenue. And the latter provision is the one that has come into effect. The customs service collects duties in silver, while interest on China's foreign debts is paid in gold; so that the change in the relative value of the two has been very much to the advantage of the Chinese treasury, which receives in appreciated metal and pays in depreciated.

The accumulation of a reserve, to be left always in the banks against possible future loss of revenue by disturbances in the Provinces and otherwise, was begun by Sir Richard Dane in 1914, and by agreement between salt inspectors and the Government has now been fixed at \$10,000,000 Mexican. Besides taking care of all the obligations secured on the gabelle and accumulating this surplus the salt administration has turned surpluses over to the Chinese Government as follows: 1914, \$31,304,818 Mexican; 1915, \$27,523,066; 1916, \$52,226,185.

The total revenues from the salt gabelle in 1916 were \$72,440,559 Mexican. The collection in the first ten months of 1917 slightly exceeded the returns for the same period in 1916, and November and December will be big months because of the practise of the Chinese people of salting down great quantities of meats and vegetables during these months.

At the present time, therefore, the salt surplus is the biggest free asset of the Chinese Government, and if it should continue to grow, or even stay where it is, and be properly used, it would go very far toward solving China's financial problems.

Mr. Ferrin might have added that this is an amazing outcome of what appeared to everyone at the time to be a piece of reckless imprudence on the part of the Chinese Government; viz., the Reorganization Loan of 1913, the proceeds of which were rapidly dissipated.

## THE AFRICAN OKAPI, A BEAST UNKNOWN TO THE ZOOS



Photograph by Am. Museum of Natural History

### MOUNTED SPECIMEN OF THE OKAPI

**I**N the American Museum of Natural History, New York City, may be seen a mounted specimen of the Okapi, the animal made famous in 1901 by the efforts of Sir Harry Johnston, which resulted in procuring from the heart of equatorial Africa, the skeleton and skins of this remarkable quadruped for the British Museum.

The home of the okapi lies in a strip 600 miles long, hardly 180 miles wide, and about 700 miles from either coast. This region is described as one of the most dismal spots on the globe. The unflagging heat, day and night, renders the moist atmosphere almost unendurable. Storms of tropical violence are of almost daily occurrence. White men avoid this part of Africa, and that explains why the okapi was not really made known to science until the beginning of the present century, although Stanley had noted its existence in 1887.

The management of the American Museum gives the following information:

A big okapi stands five feet at the withers, and the short heavy neck carries a delicately modeled, deerlike head. The glossy brown and purplish black of the body are set off by the conspicuous white stripes and bands of the limbs, and the zebra-like pattern on the buttocks. The okapi

has a highly developed sense of hearing, and is extremely hard to stalk. It was only after camping for several years in the dismal country which it inhabits, and after countless difficulties, that the Museum party succeeded in capturing specimens of the rare animal. But they persisted in the face of all discouragements, for one of the main objects of the expedition was to obtain for the American Museum a habitat group of the okapi before the progress of civilization should make impossible the procuring of material for such a group, and to clear away the mystery that so long surrounded the origin and nature of this most interesting of ruminants. These objects the American party accomplished, furnishing full authentic observations on the life history of the animal, and a remarkable set of photographs.

Stanley had referred to the okapi as a "donkey-like animal." In 1901 London scientists, impressed by the striped portion of the hide, announced the discovery of a new species of forest zebra. A little later, after Sir Harry Johnston had secured the remains of an okapi, it was found that the animal had cloven hoofs.

Other salient characters in the skeleton, and especially the skull, proved conclusively that the animal belonged to neither the donkey nor the zebra family, but was a survivor of the giraffe group which flourished in southern Asia and Europe during Miocene ages, two million years ago. Some of these ancestors differed vitally from each other in size and form; and the okapi, too, has practically no external resemblance to the living giraffe, the two stumpy, skin-covered horns on the top of the head and the tuft of long bristles tipping the tail being the only external counterparts seen in the okapi and the giraffe. There are striking differences between these two animals of the same family, especially to be remarked of the lips, tongue, nostrils and eyes—but all such variations are due to the moulding force of environment.

Speaking of the difficulties in the way of hunting the okapi, Mr. Lang, the leader of the expedition, said: "Having walked more than a thousand miles in the tracks of the okapi, we unhesitatingly state that a great wariness and nocturnal habits effectively protect it from being successfully stalked by white men. Those who can rightfully claim to have seen a living okapi, or shot one, have been favored quite accidentally. The natives often capture them in carefully arranged traps set in their trails. The okapi is a typical browser, feeding by night, often while rambling with a companion. The female invariably takes the lead, its ears alert for the slightest suspicious sounds. During the day it generally rests, but sometimes moves when storms rage and falling leaves and branchlets drown the usual noises. While they visit the swamp regions, they spend by far the greater portion of their time in the higher and dryer parts of the forest."

# THE LATEST GREAT CANAL PROJECT

WHILE Canada has under way the undertaking (now temporarily suspended) of reconstructing the Welland Canal on a greatly enlarged scale, a project is on foot on the other side of the border to provide an alternative waterway of even greater capacity between Lakes Erie and Ontario. The idea is far from new—it has, in fact, been talked of for more than forty years—but it has now reached the stage of serious consideration by experts. A detailed project for a combined ship, sanitation and power canal is presented in the *Scientific American* by Dr. J. A. L. Waddell, the well-known engineer. The proposed route is shown in the accompanying map. The canal would be forty miles in length, with a bottom width varying from 250 to 300 feet and a depth of thirty feet

The object of the projected construction is three-fold, viz.:

*First.*—To carry the largest lake-vessels, as well as barges, between Lakes Erie and Ontario in the shortest practicable time and at the least possible expense.

*Second.*—To divert the sewage of the cities of Lackawanna, Buffalo, Tonawanda, and contiguous municipalities from Lake Erie and the Niagara River, which sewage now seriously pollutes the drinking water of the numerous communities along the banks of the latter, and in times past has caused serious outbreaks of typhoid. After using such purifying agencies as may be found necessary, it would then be discharged into Lake Ontario so far from the shore as to render it unobnoxious.

*Third.*—To develop energy to the amount of about 800,000 horse-power.

According to a treaty with the Canadian Government, there can be diverted from the Niagara River, for power and sanitation purposes combined, 26,000 cubic feet of water per second; and this, it is estimated, will produce in falling 320 feet (or the combined heights of the three locks) the 800,000 horsepower mentioned.

No accurate estimate of cost of the entire project is possible at this time, because the necessary surveys have not been finished, and because the existing chaos in the material and labor markets renders reliable estimating on any large construction impracticable. Approximate profiles have been drawn by using the Government contour maps; much information has been collected concerning the character of the materials to be moved; and the approximate quantities of earth, shale, and rock excavation have been figured from the geological and geodetic maps in existence.

It is easily conceivable that the total cost of construction would be large; and it is probable that not less than \$125,000,000 would be required to complete the entire construction and to put into operation the canals and the power development.

May—7



ROUTE OF THE PROPOSED SHIP CANAL BETWEEN LAKES ERIE AND ONTARIO

The total fall between the two lakes is 327 feet. Of this amount eight feet of drop could be utilized at the head of the canal so as to reverse the flow of the watercourses and the main sewers in Buffalo and Tonawanda; about seven feet would be needed to produce the required velocity of two and a half miles per hour in the canal; and the remaining height of 312 feet would be divided between two lift-locks, one of 208-foot and the other of 104-foot rise. Naturally, the canal would project into each lake for the purpose of creating a harbor and terminal docks.

The huge lift-locks are the most striking feature of this project, as they would greatly exceed in size anything of the kind now in existence. Lift-locks differ entirely in principle from the common form of canal lock (such as the locks of the Panama Canal); and as they are comparatively unfamiliar to the non-technical public, we quote the following account of their operation from the "New International Encyclopædia":

In the vertical lift-lock system the boat is floated into a movable trough, the ends of which are closed by gates, while similar gates close the ends of the canal approaches. When the gates are closed behind the boat, the trough is raised or lowered, as the case may be, until it coincides with the other level of the canal, when the front



gates are opened and the boat proceeds on its way. The trough is raised and lowered by means of hydraulic or other power, aided sometimes by counterweights or flotation tanks.

In the projected canal each of the lift-locks will be double, comprising two steel tanks, side by side, operated by electricity. One tank rises while the other falls, so that they serve as counterpoises to each other. In the larger of the two locks each tank

is 660 feet long by 70 feet wide (inside measurement) by 35 feet deep, so as to contain 30 feet of water without danger of spilling. The inner edges of the two tanks are connected by wire ropes running over a line of 56 sheaves, each 20 feet in diameter; and each outer edge is connected by wire ropes running over a similar line of sheaves to a row of large concrete counterweights. As the depths of water in the two tanks are to be kept equal at all times, as nearly as may be, the loads to be raised and lowered will always be counter-balanced.

The three piers or walls for supporting the sheaves are about 280 feet high, and each varies in thickness from 9 feet to 17.5 feet. They are toothed by offsets or buttresses (so as to permit the passage of the projecting steel hangers) on both faces of the middle wall and on the inner faces of the two outer walls; but, on the outer faces of the latter, one-half of the offsets are omitted, so as to provide room for the large counterweight blocks.

At each end of each tank there is provided a steel gate operating vertically and dropping into a steel box which contains water; and two similar gates are to be located at the high end and two more at the low end of the canal.

The operation of the lifts would be by electricity, generated in the large power-houses lo-

cated in their vicinity, the water therefore being carried from head-race to tail-race through large pipes or tunnels. The power would be applied to the rims of all the sheaves by means of racks and pinions, with reduction gear leading to the motors. These are to be placed on top of the piers, each of the latter being capped by a large concrete slab, thus forming a platform some 23 feet wide and 680 feet long. All the motors are to be so connected as to act strictly in unison, in order that the upward and the downward motions of the tanks may be regular and uniform.

Beneath the tanks there are to be large air-buffers, capable of bringing the tank to rest from its greatest allowed speed besides which there would be self-acting solenoid brakes to check the velocity at the proper places.

Locking apparatus would be required to hold the tanks to exact position at top and bottom of travel. These would project through the walls or piers, and they would have to be of a most substantial character.

The higher lift-lock would require about ten minutes to raise, and the lower one about five minutes; and it would take several minutes more to raise and lower the gates. Possibly a passage through the higher lift could be made in as short a time as 20 minutes, and through the lower lift in 15 minutes. As it takes several hours for a vessel to pass through the combined locks of the Welland Canal, it is evident that the aggregate total saving in time of transit would be enormous. Again, the amount of energy required to operate the lift-locks is very small in comparison with that of the total wasted energy of the water spent in passing vessels through the locks of the Welland Canal. At present this is a matter of no importance, because the water-power of Niagara River is but partially harnessed; but the time is coming when practically all of its energy will be utilized, and then the uneconomies of operating the Welland Canal will be more generally appreciated.

## THE ECONOMICS OF THE PALATE

DR. DAVID FAIRCHILD, of the United States Department of Agriculture, in a paper on "The Palate of Civilized Man and Its Influence on Agriculture," published in the *Journal of the Franklin Institute*, declares that the time has come for mankind to make a careful review of its likes and dislikes in food, as a preliminary to instituting widespread dietary reforms. His article deals at length with the astonishing diversity of opinion prevailing in different parts of the world concerning the edibility and the palatability of important foodstuffs, and easily sustains the thesis that these eccentricities of taste are an economic factor of colossal importance. The net result is to promote famines and add vastly to the cost of living. The war has thrown some relevant facts into high relief:

Consider the corn situation to-day and its bearing upon the gigantic problem before us of feeding starving Europe. When I first heard that the Belgians refused to eat corn, and that the Irish and English would eat anything else before they would touch it, my first impulse was to insist that they ought to be made to eat it. Edward Eyre Hunt, the author of "War Bread," explained and made it entirely clear to me that a shocked and outraged people, wrought up and nervous to a high degree as a result of the treatment they have received, is in no mental attitude to learn to like a new food. The task of education would have been too long and more expensive than the shifting of our own menu at home, and in the meantime would have cost many thousands of lives. Resort was made to the use of different names for corn and concealment of it in war bread with three parts of white flour. Sir Horace Plunkett informed me that unfortunately his people had grown up to look upon corn as hog and chicken food, and that this prejudice was extremely difficult to overcome, but that high prices

would in time force them to eat it. Not to like a food which has been the staple of peoples for thousands of years and to-day is produced by the thousand million bushels and feeds hundreds of millions of people seems to us who like it a strange, incomprehensible spectacle. Yet it is no stranger than that of the American people and their indifference to that other great cereal, rice, which is produced in larger amounts than any other cereal in the world and forms the staff of life of hundreds of millions of civilized peoples.

It is said that Europe is dependent upon the wheat loaf, and the bakeries of that country are ill-suited to utilize corn. We are sometimes inclined to insist that they should break away from the exclusive use of the wheat loaf and learn to make corn bread and corn cakes—yet we have not yet learned how to cook rice properly, and complain of its insipid character, which must be an attitude hard for our Oriental neighbors to understand. This indifference toward rice, of which staple we even now consume only the insignificant quantity of seven pounds per capita, has led to the abandonment of the fertile rice fields of the Carolinas, and to-day efforts are being made to find some paying crop to take its place there, because our meager demands have been met until very recently by the California and Texas rice areas recently developed.

Upon the prevalence of certain tastes in food depends the success or failure of millions of acres of farms and plantations, and changing tastes may involve the prosperity or the impoverishment of countless human beings; hence it is a startling thought that many food habits depend upon no more rational a basis than caprice and fashion.

Can the fact be established that, in the past, fashion in foods, a like for a food or a positive dislike, or a mere indifference toward it has brought about the cultivation of the plant, checked or stopped its cultivation, or accelerated its widespread cultivation? If it can, there will be no longer doubt that the factor is important, and the question of its careful scientific investigation is one worthy of serious consideration by the scientific bureaus and laboratories of the country and our great educational institutions as well.

The origin of many cultivated plants dates back beyond the dawn of history, and many of them have become so almost universally grown that no traditions even are left to mark the struggle they had to gain popular favor. Others, again, are so new that they are at the present time fighting for a place on the menu.

The wheat plant and the loaf of bread made from its kernels are universally liked. There is no race of people which does not like it. Yet it is a fact that the delicious hard bread of Spain and Russia, made from the durum wheat, a distinct species from our wheat, is not popular to-day in this country, and macaroni, the most popular form in which wheat is used in Italy, has, until recently, been little appreciated in America. These two facts hindered the development of the durum wheats when they were first introduced into this country in the nineties. If it had not been possible to export wheat to Italy for

macaroni making, there is serious doubt whether we should now have had the vast fields of it in Kansas, Minnesota, and the Dakotas. Millers had to remake their mills in order to grind the harder kernels, and bakers had to learn to mix it with softer wheats.

The oat is cultivated successfully in Hokkaido, the north island of Japan, but not for human food. It is used for the purpose of feeding to cattle in that island, and is imported in the south islands for the use of military horses, whereas we devote over thirty million acres to its culture. Oatmeal is a staple breakfast dish.

Dr. Fairchild cites a number of other equally striking examples of local or national tastes in food, leading up to the suggestion that these tastes did not necessarily arise in some mysterious revolutionary way, but were largely the result of fashion. Even the lower animals are capable of changing their instinctive food habits, within certain limits, as many examples prove.

Taste is the avenue of our contact with the world of chemical things. It is, after all, one of our five senses. Is it not worthy of all the study which can be given to it, and should not the education of the human palate become a matter of great importance and every effort be made to teach the value of a wide liking for everything that is good to eat? Let us not be misled by those who scoff at the problem. Scoffing is a trait unworthy of intelligent man. Think of the conservatories of music where the sense of hearing of thousands of our youth is trained, and the academies of art where the sense of sight is cultivated, and then compare these with the schools of Domestic Economy and see what a gulf there is between them. How far we must yet go to put the cultivation of the American palate where it really belongs!

The consideration of food as fuel was a great step in advance in the food question, but the discovery of McCollum, that certain substances contained in butter fat and the green leaves of plants are just as essential for a complete food as the proteins, fats, carbohydrates, and mineral constituents contained in grains, has opened a new door of possibility. The machinery for determining the comparative protoplasm building and conserving value of foods is rapidly being created and it is curious to reflect that the despised rat is being made one of the chief tools by means of which the food chemist is working them out. The human calorimeter, which amused the public at first, has come into prominence as one of the great tools of this generation. We are in a position such as we have never occupied before to test the value of the food plants of the world.

All these converging changes, it seems to me, indicate the present as a remarkable opportunity in which to consider whether the stone wall of taste is really a stone wall or whether it is something which the reason of man can tear down—whether, in other words, the time has not arrived when we should cease insisting that our likes and dislikes in foods are nobody's business anyhow, and begin to realize in how far this caprice of fashion will hinder the development of the agriculture of the future.

# THE WAR AND ADVANCE IN SURGERY

**H**OW the cruel exigencies of the Great War, the crucial need of rapid decision and action, have advanced surgical science by leaps and bounds, is shown by Dr. J. Jullien, battalion physician-in-chief, in a late issue of the *Mercure de France* (Paris). The progress made under such fearful odds will, the writer points out, be of permanent value to mankind.

As an evidence of the wonderful advances in surgery, the writer cites Dr. Depage, head of the hospital of La Panne, who observed: "A step as vast as that made by Lister in general surgery has been made in war surgery!"

Dr. Jullien proceeds:

The war presented the surgeons with new problems. How have they been solved? It may be said at the outset that this brief account redounds to the glory of French surgery.

Before the war the surgeon had control of a method and technique whose safety had been tested. The most daring operations were undertaken, but all based upon what is termed the aseptic method. The steadily growing knowledge of the human body was the controlling guide of action. One could, in a word, open the laboratory of the human system—but no dust must enter the premises.

The hospitals were the temples of the Goddess Asepsia. Under the lights of the operating room everything proceeded correctly and regularly. War wounds, it was believed in the spring of 1914, did not differ from surgical ones—a wounded soldier would be cared for as one took care of a hospital patient; only his wound would be dressed on the field of battle, and he should then be moved to the rear.

That this was a mistaken idea was proved in the first days of the war. The wounded, painfully moved, their wounds imperfectly dressed, reached a hospital, indeed, but their condition was such that it recalled the worst days of previous wars. Maladies supposed to be extinct broke out and multiplied—gaseous and hospital gangrene and blood-poisoning, those scourges of the old battlefields. Cases of tetanus, too, the pests of the ambulance, increased.

It became necessary to resort to desperate, heroic measures—mutilation, amputation. Often it was too late; the wounded were doomed to death.

The confusion was of short duration. What was known of the infection of wounds held good. Thus: germs multiply on the battle-field, the clothing, the skin of the soldiers. The surgeons looked hard facts in the face. Every war wound is infected. The infection must be combated. No delay; the

germ multiplies and spreads its poisons in a few hours. The operation must be performed at once. As Professor Tuffier clearly put it:

It is in the first aid, the first operation, that the wounded man has his chance, and it is upon the *timeliness*, on the correctness of the operation that depends not only his life, but the favorable subsequent development of the wound, as well as the rapidity and efficacy of its healing.

Then the *mode* of operation was discovered.

In a war wound the surgeon's vision must somehow be focalized. What he sees at a first glance is lesions, impairment, caused by the projectile. But the wound is not a simple gash. It is essential to visualize its inner surface, to search for the projectile and the bits of clothing, earth, mud it had dragged in with it; to judge to what degree the bruised, burned flesh is liable to putrefaction. Thus one gets to regard the wound as a cancer and treat it as such, cutting down to the healthy flesh. It is brutal, but singularly effective.

Besides, the tetanus epidemic has been stamped out by a liberal use of preventive injections. The wound, freshened, disinfected, proceeds to heal.

Matters were organized. Operations were promptly and well performed. In the new period now beginning one may speak of the miracles of surgery. To a French surgeon, Alexis Carrel, redounds the honor of being the first to conceive and execute the immediate restoration of wounds, directly upon their disinfection. The seriously wounded had been regarded as lost or doomed to serious mutilation. It was a daring conception, a stroke of genius, Carrel's idea that the wound should be closed at once after being cleansed. Thanks to him and his followers, the order of procedure of modern war surgery may be summed up thus: For a given wound, at Charleroi it was death, avoided at times by a hasty operation; in the Champagne it was "excision" and permanent disability, after a year of nursing; to-day it is asepsitization for fifteen days, followed by grafting and sutures, a healing, and return of the wounded man to the front in three or four months. These are the days of surgery at its best.

And the lessons learned will be of permanent benefit. In the great revived industries will not accidents incident to labor be the first to take advantage of the lessons of war surgery? Nothing that has been learned is useless. One might say: "There is no *war surgery*, there is only surgery pure and simple."

# THE NEW BOOKS

## THE WAR AND ALLIED TOPICS

**The Business of War.** By Isaac F. Marcossou. John Lane Company, 319 pp. Ill. \$1.50.

Mr. Marcossou, who has been called "America's foremost reporter," tells in this volume what he has seen of the feeding, transporting, and supplying of the British armies at the front as well as the manufacture of munitions and the vast operations of the great "army behind the army" in Great Britain. No writer of the day excels Mr. Marcossou in the power to make a picture of a business situation. Accustomed to recording the exploits of Big Business, Mr. Marcossou has found in the British military establishment the most amazing business institution that he has yet seen. In view of America's assumption of the huge responsibility of war-making in France, his revelation of business methods is most timely.

**The Warfare of To-Day.** By Lieut.-Col. Paul Azan. Houghton, Mifflin. 351 pp. Ill. \$2.50.

Colonel Azan, as chief of the French instructors in the training camps of our Middle and Eastern States, is perhaps the best-known French officer now in this country. Even before the war he was a military historian, and, until he received a disabling wound, had a brilliant career at the front. No one is better fitted to write of the nature and practise of warfare, as it is conducted to-day in France. The book is non-technical in the military sense, but authoritative and informing throughout.

**The Winning of the War.** By Roland G. Usher. Harper & Brothers. 382 pp. \$2.

In this book the author, who in an earlier volume had analyzed the menace of Pan-Germanism, defines the newer objectives of the Germans that have largely come into view since the war began and explains the postponement of Allied victory. The author himself characterizes his work as "an optimistic book for pessimistic people."

**Approaches to the Great Settlement.** By Emily Greene Balch. Introduction by Norman Angell. B. W. Huebsch. 351 pp. \$1.50.

A work especially useful for reference as a condensed, consecutive account of the successive steps towards peace beginning with President Wilson's note of December, 1916, and closing with the various replies to the Pope's note of August, 1917. More than half of the volume is devoted to documents and bibliography. These two features are of exceptional value to the student of the war and are not duplicated in any other existing book in the English language.

**The Soul of Democracy.** By Edward Howard Griggs. Macmillan. 158 pp. \$1.25.

A study of the philosophy of the world war in relation to human liberty. The questions that Dr.

Griggs attempts to answer in this little book are: What at bottom does the war mean? Why has it been our war from the beginning? What will be its effect upon our social philosophy and upon the future of democracy? The author discusses in a series of chapters the respective values of democracy and paternalism for efficiency, invention, endurance and finally for the welfare and progress of humanity. Like Dr. Griggs' lectures, which have been heard by many of our readers, his book is simple in style and popular in its appeal.

**Back to the Republic.** By Harry F. Atwood. Laird & Lee. 154 pp. \$1.

A plea for adherence to the republic as the standard of government—the golden mean between autocracy and radical democracy.

**America After the War.** By an American Jurist. The Century Co. 208 pp. \$1.

The author of this work, which first appeared in the form of a series of letters to the *New York Times*, is described by the publishers as "a statesman and jurist of deserved eminence." For reasons that cannot now be revealed he remains anonymous. He looks forward to a great extension of Federal power at Washington and endeavors to prepare American citizens for adjustment to the new order after the war.

**The Fallacy of the German State Philosophy.** By Dr. George W. Crile. Doubleday, Page. 32 pp. 50 cents.

Dr. Crile believes that whether Germany wins or loses the war she will be the loser in the end. The nations, he says, are opposed to Germany for the same reason that individuals in the community are opposed to a robber or a murderer. The philosophy that "might makes right" will never win in the long run.

**Long Heads and Round Heads, or What's the Matter with Germany?** By Dr. W. S. Sadler, Chicago. A. C. McClurg & Co. 157 pp. Ill. \$1.

A curious argument from anthropology to the effect that the Germans of to-day are round-headed, with an inherited tendency to cruelty and viciousness. They are, says Dr. Sadler, not real Teutons at all, having nothing whatever in common with the long-headed, progressive and intelligent race.

**The Iron Ration.** By George Abel Schreiner. Harper & Brothers. 385 pp. \$2.

The uncensored observations of one who lived for three years in Central Europe during war time. The "iron ration" is the term applied to

the food that the soldier carries in his pack when in the field. It may be eaten only when the commanding officer deems it necessary and wise. The "iron ration" is the last food in sight. Mr. Schreiner regards the civilian population of the Central Powers as in a position similar to that of the soldiers consuming their iron ration.

**In the Heart of German Intrigue.** By Demetra Vaka. Houghton, Mifflin Company. 377 pp. \$2.

The author of this book, a daughter of Greece, returned to her native country in the autumn of 1916 in an attempt to reconcile Venizelos and King Constantine and save Greece for the Allies. In this volume she gives a graphic narrative of her adventures in the heart of the most important campaign of intrigue that the Germans have initiated. In the course of her account she tells what happened at the secret interview between the Kaiser and King Constantine, in March, 1914, five months before the war broke out. To say that her revelations are sensational is a mild statement.

**Serbia Crucified.** By Lieutenant Milutin Krunich. Houghton, Mifflin Co. 305 pp. \$1.50.

A Serbian officer's story of his experiences in some of the grimmest and most thrilling episodes of the war.

**Tales from a Famished Land.** By Edward Eyre Hunt. Doubleday, Page & Co. 193 pp. \$1.25.

Most of the stories in this little volume grew out of the author's experience in service on the Commission for Relief in Belgium. The concluding tale, "The White Island," relates to the Dardanelles.

**Fighting Starvation in Belgium.** By Vernon Kellogg. Doubleday, Page. 219 pp. \$1.25.

Professor Kellogg, who left his chair at Stanford University, California, early in 1915 to assume duties in connection with the Belgian Commission, has probably been as intimately acquainted with the work of that great organization as any American, with the exception of Chairman Hoover, who is now United States Food Administrator. The "C. R. B." has been called the greatest humanitarian enterprise in history. In this little book Professor Kellogg tells how ten million starving people were fed at the rate of eight cents per person, and what the work of the Americans really meant to the Belgians.

**The Outrage.** By Annie Vivanti Chartres. Alfred A. Knopf. 261 pp. \$1.35.

A powerful story of the German invasion of Belgium, described by Sir Arthur Conan Doyle as "a very terrible book but a very strong one." The author gives a vivid presentation of the actual scenes of the invasion in August, 1914.

**Great Britain at War.** By Jeffery Farnol. Little, Brown & Co., Boston. 167 pp. \$1.25.

The English novelist gives in this book his impressions after having made the rounds of the battlefields of France, the British fleet, the train-

ing camps, and the great munition centers and shipyards of England.

**Generals of the British Army. Portraits in Colors.** By Francis Dodd. George H. Doran Company. 50 cents.

Accompanying this portrait gallery of British generals there are biographical notes giving the chief facts in the careers of the several commanders.

**Donald Thompson in Russia.** By Donald C. Thompson. The Century Company. 353 pp. Ill. \$2.

Early in the war Mr. Thompson's skill and daring as a photographer became known through his exploits in Belgium. Later he went to Russia, "to shoot the Revolution," as the phrase is in film parlance. He made thousands of feet of moving-picture film, and while he was doing it wrote the details of the Revolution from day to day as he saw them in letters to his wife. These crisp, nervous letters make up the present volume.

**The Russian Revolution.** By Alexander Petrunkevitch, Samuel N. Harper and Frank A. Golder. The Jugo-Slav Movement. By Robert J. Kerner. 109 pp. \$1.

Compressed within one hundred printed pages we have here two serious and scholarly studies of the Russian Revolution together with an illuminating account of the Jugo-Slav movement. There are also helpful bibliographical notes.

**Over There and Back.** By Lieut. J. S. Smith, U. S. A. E. P. Dutton & Company. 244 pp. Ill. \$1.50.

An American boy's experiences in the Canadian, British and American armies at the front and in No Man's Land. Lieutenant Smith took part in every big battle on the British end of the Western Front up to the great drive of 1918.

**"Over There" with the Australians.** By Captain R. Hugh Knyvett. Charles Scribner's Sons. 339 pp. Ill. \$1.50.

Captain Knyvett, who recently died in New York City while on sick leave, was an intelligence officer of the Australian forces. He spent many nights scouting in No Man's Land and within the German lines. In the course of this hazardous occupation he received at one time twenty shrapnel wounds, had one leg broken in three places and the other leg made helpless, and came to this country to recuperate and lecture.

**Out There.** By Charles W. Whitehair. Appletons. 249 pp. Ill. \$1.50.

Mr. Whitehair, while not himself under arms, has made the tour of the trenches, hospitals, training camps, prison camps, and even the battle line itself in his capacity as Y. M. C. A. worker. He has lived with men of every nationality among the Allies and has witnessed some of the greatest battles of the war. His book is a great human story of what he has seen.



**A "Temporary Gentleman" in France.** G. P. Putnam's Sons. 263 pp. \$1.50.

Informal letters home from a British regimental officer, who, prior to the war, was a clerk in a suburban office.

**Temporary Heroes.** By Cecil Somers. Lane. 244 pp. Ill. \$1.25.

Letters from a British soldier at the front, revealing the amenities of army life and sketching (with the aid of the writer's clever pencil) several of the personalities that figure in the day's doings of camp and field.

**"Nothing of Importance."** By Bernard Adams. Robert M. McBride & Co. 334 pp. \$1.50.

In this volume we have the impressions and observations of an exceptionally able young graduate of Cambridge University who went to the front as a lieutenant in a Welsh regiment, was shortly made captain, and died as the result of wounds received while leading his men in February, 1917.

**The Story of the Salonica Army.** By G. Ward Price. Edward J. Clode, New York. 311 pp. \$2.

This book is especially important as a revelation of the reasons for the attitude of Greece in the War and a riddling of Germany's claim that her action in Belgium found a parallel in the treatment of Greece by the Allies. Mr. Price was official correspondent with the Allied forces in the Balkans. An introduction to the volume is furnished by Lord Northcliffe.

**A Flying Fighter.** By Lieut. E. M. Roberts. Harpers. 338 pp. Ill. \$1.50.

Lieutenant Roberts, formerly of the Tenth Canadian Battalion, is an American aviator who actually witnessed and helped drive off Zeppelins from London. He has had his share of adventure above the lines in France. In one of his air battles eighteen pieces of bullets from a German gun lodged in his head after first smashing against the sight of his machine gun. His book describes the experiences of twenty-two months in the air.

**Glorious Exploits of the Air.** By Edgar Middleton. Appletons. 256 pp. Ill. \$1.35.

Mr. Middleton has long been a member of the British Royal Flying Corps. He knows every detail of the service and in this book he describes for the benefit of American aviators the training and work of the British airmen, tells how they watch the enemy's movements from above the German lines, and how they engage in combat with the airplanes of the Huns.

**The Glory of the Trenches.** By Coningsby Dawson. John Lane Company. 141 pp. \$1.

This is an interpretation of war by the author of "Carry On." An introduction is supplied by the author's father, the Rev. W. J. Dawson.

**The Father of a Soldier.** By W. J. Dawson. John Lane Company. 164 pp. \$1.

A message of comfort and cheer to the fathers

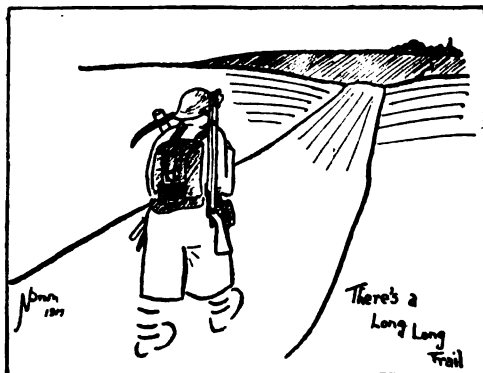


ILLUSTRATION FROM "TEMPORARY HEROES"

and mothers of soldier boys, inspired by a letter to the author from his own son, Lieutenant Coningsby Dawson, the author of "Carry On" and "The Glory of the Trenches."

**The Soul of the Soldier.** By Thomas Tiplady. Fleming H. Revell Company. 208 pp. \$1.25.

Additional sketches from the Western battlefield by Chaplain Tiplady, author of "The Cross at the Front."

**The War Cache.** By W. Douglas Newton. Appletons. 304 pp. Ill. \$1.40.

A story of the Great War and of the German spy system, involving the hunt for a German war treasure buried in England.

**Blown in by the Draft.** By Frazier Hunt. Doubleday, Page & Co. 372 pp. \$1.25.

A book of stories of soldier life collected at Camp Upton, the great National Army cantonment near New York City.

**American Women and the World War.** By Ida Clyde Clarke. Appletons. 544 pp. \$2.

This volume contains full information regarding the mobilization and organization of women in the various States and tells what has been accomplished and what particular lines of work American women are best fitted to engage in.

**A War Nurse's Diary.** Sketches from a Belgian Field Hospital. Macmillan. 115 pp. \$1.25.

The author of this little book has given proof of the highest form of courage amid most depressing conditions. She has faced bombardments and aerial raids, has calmly removed her charges under fire, has tended the wounded and dying amid scenes of carnage and confusion, and has brought about order and comfort where but a short time before all was confusion and discomfort. She gives a vivid account of her experiences.

**Letters to the Mother of a Soldier.** By Richardson Wright. Stokes. 135 pp. \$1.

Sensible, optimistic letters that answer many of the questions a mother would like to ask her son fighting "somewhere in France." They have been prepared as a means of comfort and reassurance

for the mothers of America, and also to give practical suggestions as to the ways mothers and folks at home can best help the soldier fighting at the front.

**A Yankee in the Trenches.** By Corporal R. Derby Holmes. Little, Brown & Company, Boston. 214 pp. Ill. \$1.35.

The story of a Boston boy who joined the British army in 1916, fought in the battles of the Somme, and witnessed the first of the "tanks" in action. The lighter as well as the more serious aspects of soldier life are presented in this book.

**Health for the Soldier and Sailor.** By Professor Irving Fisher and Dr. Eugene Lyman Fisk. Funk & Wagnalls. 148 pp. 60 cents.

This little manual, of pocket size, bound in khaki, is adapted in part from the recent work by the same authors, "How to Live," of which over 100,000 copies have been sold. The special material on war hygiene has been approved by military authorities. Both Professor Fisher and Dr. Fisk have made the subject of personal hygiene a life-long study, and their work has been endorsed by medical and sanitary specialists everywhere.

**How to Keep Fit in Camp and Trench.** By Colonel Charles Lynch, M.C., and Major James G. Cumming, Philadelphia. P. Blakiston's Son & Company. 69 pp. 30 cents.

This handbook, prepared by two army officers, has been approved for publication by Surgeon-General Gorgas. It gives practical directions for camp sanitation at home and abroad.

**Manual of Military Map Making and Reading.** By Lieutenant-Colonel J. M. Hutchinson and Captain A. J. MacElroy. Appleton. 117 pp. 75 cents.

An elementary book prepared to meet the needs of officers who have had little training in reading and making military sketches and maps. Two experienced army officers are responsible for the text and diagrams.

**To Bagdad With the British.** By Arthur Tillotson Clark. Appletons. 295 pp. Ill. \$1.50.

A stirring account of the progress of the war in the Far East against German greed and intrigue, culminating in the capture by the late General Maude of the ancient City of Bagdad. The author served in Bagdad and in hospitals and military camps during the campaign as a Y. M. C. A. worker, and is now a member of the United States Aviation Corps.

**Leadership and Military Training.** By Lincoln C. Andrews, Lieutenant-Colonel U. S. A. Philadelphia: Lippincott. 191 pp. \$1.

An attempt to analyze the psychology of soldiering, to get at the spirit of it, and to point out how to make good in leadership and how to avoid making a failure.

**Making a Soldier.** By Major-General William A. Pew. Richard G. Badger: Boston. 220 pp. \$1.

Lectures given to the cadets of the Massachusetts National Guard training school.

## GARDENING MANUALS

**Practical Gardening.** By Hugh Findlay. Appletons. 388 pp. Ill. \$2.

An invaluable book for the home gardener who wishes to raise and store a sufficient quantity of vegetables and fruits to last through the non-producing winter months. Explicit information is given about the soil, fertilizers, use of garden tools, planning home gardens, hotbeds and cold frames, all fruit, vegetable and vine crops, and all matters essential to good gardening. The author states that the prosperity of the country depends largely on the productiveness of every back-yard garden. Many fine illustrations picture the methods of garden craft taught by the text.

**School and Home Gardening.** By Kary Cadmus Davis. Lippincott. 353 pp. Ill. \$1.75.

A comprehensive text-book planned for both general and school uses, designed for young people who want to learn how to make gardens and also to understand something of the fundamental principles of agriculture. Lessons in garden chemistry, drainage, use of tools, soil improvement, and many plans for the improvement of yards and features of agricultural contests accompany detailed instructions for raising fruits and vegetables. The garden calendars and planting tables are very useful, and the illustrations have been made to teach gardening rather than

for mere interest. Suggestions to teachers and club leaders are given in Part III. No better text-book for those who are interested in the school-garden movement has been compiled.

**The Backyard Garden.** By Edward I. Farrington. Laird and Lee. 191 pp. Ill. \$1.

A compact, readable, completely indexed handbook of instruction in gardening, in water-proof binding. The amateur garden-maker will find this book adapted to his needs, as it is simplified and written down to the requirements of a beginner. A garden calendar outlines each month's work, and planting tables and references in regard to fertilizers and remedies for bugs and insects are given in an appendix.

**The Child's Food Garden.** By Van Evrie Kilpatrick. Yonkers, N. Y.: World Book Co. 64 pp. Ill. 48 cents.

A real beginners' book of simplified lessons in raising fruits, vegetables, and flowers, for every one of the five million boys and girls who are making gardens for Uncle Sam. Frost maps, planting tables, instructions in canning and drying, and many pictures make garden craft clear to children. The author is principal of the Carlisle School, New York City, and president of the School Garden Association of America.

# ACCOUNTS OF PEOPLES AND PLACES

**Colorado, the Queen Jewel of the Rockies.** By Mac Lacy Bagga. Boston: Page Co., 368 pp. Ill. \$3.50.

**Florida, the Land of Enchantment.** By N. O. Winter. Boston: Page Co. 380 pp. Ill. \$3.50.

These volumes belong to the "See America First Series." They serve their purpose because of the comprehensive treatment of each State and the many fine illustrations in color and in black-and-white. If they fail in any respect it is in a certain inability (not wholly inexcusable) to picture the States concretely, and beyond their mazes of scenery, cities, and industries, as compact organisms in the Federal body.

The volume on Colorado is written with enthusiasm; the writer feels the bigness of the country she portrays, and has done justice to the history of this part of the Rocky Mountain region and its natural advantages and resources. The scenery, and its effect upon writers and artists has claimed her special attention. It is interesting to remember that Colorado is a portion of the earth that was last to rise from the ooze of prehistoric seas. Once around Denver there existed a semi-tropical vegetation. The fossil remains of palms, fig trees, cinnamon, and giant ferns are exhibited in the Museum of Mines at Golden, and workmen digging cellars in Denver have found elephant tusks embedded in the soil.

The fact that Florida is itself a mountain would astonish most persons who ride over its monotonous level surface. It is geologically the last land raised by the giant force that pushed up the Appalachians. This wave was spent when it reached the latitude of Florida and barely succeeded in lifting the land above sea level. Mr. Winter's text is well written and his chapters excellently planned. He is painstakingly frank about the actual conditions of the State in regard to fertility and agriculture, and he has not neglected to recover the glamour of the veil of romance cast over this land of flowers by the Spanish explorer, Ponce de Leon. Those who are lured by the call of the South will find pleasure and profit in this story of the State of lakes and orange groves.

**The Virgin Islands of the United States of America.** By Luther K. Zabriskie. Putnam. 339 pp. Ill. \$4.

A detailed account of everything an American should know about our new Caribbean possessions, arranged so that the book may be used as a handy reference volume. Historical, descriptive, commercial and industrial facts are given with an outline of the possibilities of the islands under wise management. There is also a résumé of the sale negotiations between the United States and Denmark which lasted from 1865 down to 1917. The many illustrations give successively panoramic views of the islands and their principal points of interest and reproductions of photographs of men of affairs who have been associated with the group. Mr. Zabriskie was formerly Vice-Consul of the United States at St. Thomas. His thorough knowledge of the islands has enabled him to present them most attractively and with sound authority.

**Cousin-Hunting in Scandinavia.** By Mary W. Williams. Badger. 242 pp. \$2.

Observations and experiences of a young American of Scandinavian descent in the "grand-mother countries" of America, Sweden, Norway and Denmark. The home-life of the natives is pictured in a delightfully intimate manner, with an emphasis on homely details that adds much to the charm of the book. There are notes on Selma Lagerlöf and Ellen Key, and a description of the mementoes of Hans Christian Andersen. Miss Williams found that Andersen had written under one photograph of himself: "Life itself is the best wonder story." Thirty-one illustrations add flavor to the text.

**Analytical and Critical Bibliography of the Tribes of Tierra del Fuego and Adjacent Territory.** By John M. Cooper. (Bulletin No. 63, Bureau of American Ethnology.) 243 pp. Washington: Government Printing Office.

This bibliography was prepared as a practical working guide to the sources for Fuegian and Chonan anthropology. The Fuegian Archipelago is inhabited by three distinct tribes—the Yahgans, the Alcaluf and the Onas. The first two tribes spend much of their time on the water and are known as "Canoe Indians"; the members of the third, having neither horses nor canoes, are known as "Foot Indians." Mr. John Cooper, the editor of the bulletin, says that courage and bravery are in honor among these peoples, as is the stoical endurance of pain and privation. Also that they had neither narcotics or intoxicants until after their contact with the whites. Their lives are pitifully meager; they do not know even the rudiments of agriculture, and have no domesticated animal except the dog.

**Vacation Journeys East and West.** By David M. Steele. Putnam. 240 pp. \$1.50.

A series of fourteen little journeys to famous vacation resorts in the United States, which contrasts the beauties of Eastern and Western places of pilgrimage. They are pleasantly told and carry much information that will prove of value to those who are unable to decide just where to go for a vacation. Several attractive illustrations give an excellent idea of the summer pleasures described by the author, and two maps show the avenues of travel. Dr. Steele is rector of the Church of St. Luke and The Epiphany in Philadelphia and the author of an earlier travel volume, "Going Abroad Overland."

**China.** By E. H. Parker. E. P. Dutton & Co. 419 pp. Ill. \$2.50.

The first edition of this book appeared in 1901, soon after the settlement of the "Boxer" troubles. China has made history rapidly during the past sixteen years and new chapters were demanded covering the law reforms from 1905 onward, the growth of the spirit of democracy, and, finally, the rise of the Chinese Republic. This is generally regarded as the standard work in English on Chinese life and history.

## AMERICAN AND FOREIGN VERSE

IN Mr. Edgar Lee Masters' fourth book of verse, "Toward the Gulf,"<sup>1</sup> he has again written of the Middle West as in the "Spoon River Anthology," and "The Great Valley." The title poem is epic; in it there is the sweep of the ground-swell of the Mississippi, the harmony of the vast network of waters drawn towards the Gulf by the mighty river, and of all the life and human effort that these waters irrigate and encircle. The evolution of the hybrid peoples of the Middle West is pictured in searching studies in heredity and of the complexities of human psychology.

As poetry, it is strong and acrid in the bitter rind of its thought, merciless in its analysis of motives, inscrutable—in part—save to those who are initiates of life, but of spiritual soundness. Those who wish poetry that is but the song of nightingales singing in rose gardens had best not cut the pages of this book, whose poems show a microscopic searching of the earth, and a telescopic star-gathering in the milieu of heaven. The poetry of gardens and flowers, such lyrics as "Johnny Applesed," and the love poems afford grateful interludes between the acerbating conclusions of the longer poems. One notable poem, "Neanderthal," measures the great gulf between the intelligence that once abode in the skull of this prehistoric man and that of Shelley. Part of Mr. Masters' thought in this poem is that life at its summit is sacrifice:

"Change and progression from the glazed slough,  
Where life creeps and is blind, ascending up  
The jungled slopes for prey till spirits bow  
On Calvaries with crosses, take the cup  
Of martyrdom for truth's sake.

So life shall flow  
Here on this globe until the final fruit  
And harvest. As it were until the glow  
Of the great blossom has the attribute  
In essence, color of eternal things,  
And shows no rim between its hues which suit  
The infinite sky's. Then if the dead earth swings  
A gleaned and stricken field amid the void  
What matters it to you, a soul with wings,  
Whether it be replanted or destroyed?  
Has it not served you?"

"Georgian Poetry"<sup>2</sup> brings together in a single volume the best and most distinctive poems of British lyric writers during the years 1916-1917. Eighteen writers appear in the volume, nine of them for the first time in the Georgian anthologies. Among those poets with established reputations are James Stephens, John Masefield, Ralph Hodgson, Wilfrid Gibson, William Davies and Walter de la Mare. The poems as a whole are far above the average of most collections, in the main beautiful of thought and form and certain of their future place in the world of poetry. One strong poem, "To a Bull-Dog," by J. C. Squire, records the grief of a dog and a man over the

comrade, who, because of the war, "won't be coming any more."

The collection, "Songs of Ukraina,"<sup>3</sup> translated by Florence Randall Livesay, includes songs of the Ukraine and Ruthenian poems. They are gracefully rendered into English, always with excellent rhythms, and in many instances in rhyme which makes them a distinct poetic creation so far as their English form is concerned. The poems included pagan songs, wedding song-cycles, historical songs of the Cossacks, and many folk-poems and folk-songs. The themes are those of love, and war, and the wild freedom born on the wide steppes of Southern Russia. While the Ukraine has in a measure lost her written history, it has been preserved in her historical songs, therefore all collections of Ukrainian poetry are of interest to students of history as well as to those who enjoy poetry.

"Grenstone Poems," by Witter Bynner, tell the story of the coming and the passing of a great affection in the life of a young poet. By their intimacy, their sense of personal confession, the lyrics chisel a place in memory. A young poet goes to Grenstone, a hamlet in the mountains with the "windy sunny pasture where the hilltop turns its face." There he meets Celia, whose mind and spirit are the complements of his own, and together they find the eternal values of life.

A word for Stephen Chalmers, whose patriotic poems have recently attracted attention. A sheaf of melodious lyrics are bound in a grey-blue booklet and published in an Adirondack edition at Saranac Lake, under the title "The Gilding-Star and Other Poems."<sup>4</sup>

One of the most interesting anthologies of the year, in view of the perspective evoked by its range of verse, is "The Standard Book of Jewish Verse,"<sup>5</sup> compiled and edited by Joseph Friedlander. The anthology contains poems by many Jewish poets.

*Ireland in Poetry*

Mr. Francis Carlin, a new American-born Celtic poet, writes most eloquently of Ireland and her mystic shrines in his first book of verse, "My Ireland."<sup>6</sup> When this volume appeared unheralded a few months ago, critics saw at once the beauty and genius of the verse, and now Mr. Carlin is praised by no less an authority on poetry than Will Marion Reedy as the "herald of the Irish dawn." Other critics have compared his work to that of Blake and Keats. His book contains many short poems, nearly all of them overflowing with Irish hero-lore and folk-lore. In some in-

<sup>1</sup> Songs of Ukraina. By F. Randal Livesay. Dutton. 175 pp. \$1.50.

<sup>2</sup> Grenstone Poems. By Witter Bynner. Frederick Stokes Co. 307 pp. \$1.35.

<sup>3</sup> The Gilding Star and Other Poems. By Stephen Chalmers. Saranac Lake:

<sup>4</sup> The Standard Book of Jewish Verse. Edited by Joseph Friedlander. Dodd, Mead. \$3.

<sup>5</sup> My Ireland. By Francis Carlin. Holt. 195 pp. \$1.25.

<sup>1</sup> Toward the Gulf. By Edgar Lee Masters. Macmillan. 292 pp. \$1.50.

<sup>2</sup> Georgian Poetry. 1916-1917. Putnam. 181 pp. \$2.

stances they rise to the height of a mystical language of wind, air, and fire. Part of them seem almost drunken with sweetness, like Keats' poems; others are as Blake's or Lionel Johnson's, rapt of vision, as if all corporeality had been dissolved in the fires of an awakened spirit. This quality is most apparent in the last poem of the collection, "The Provinces":

"Oh, God, that I  
May rise with the Gael  
To the song in the sky  
Over Inisfail.

"Ulster, your dark  
Mold for me;  
Munster, a lark  
Hold for me.

"Connaught, a caoine  
Croon for me;  
Leinster, a mean  
Stone for me.

"Oh, God, that I  
May rise with the Gael  
To the song in the sky  
Over Inisfail."

The "Collected Works of Padraic H. Pearse"<sup>1</sup> contains short stories, plays and poems translated mainly by the author from his own Gaelic originals. A few have been translated by Mr. Joseph Campbell. The *London Times* says of Pearse's work: "To the seeker after literature, the purified and exalted expression of spiritual life, it matters not a jot whether the poet be politically right or wrong. . . . The literature left by Pearse is not the literature of a coward or a mean man. It speaks him one of those rare people who live dedicated lives, and are so aflame with spiritual passion and the glory of the vision that they care nothing what happens to their bodies or to their names."

Padraic Pearse was easily the foremost exponent of the Gaelic movement in Ireland among the younger men. He was a scholar who used the ancient Gaelic freely as a medium for literary expression, and he was the founder—against great difficulties—of a school where Irish standards and ideals were fostered by a truly Irish method of education. In him, as Mr. Browne writes in the preface of this volume, ancient, medieval and modern Gaelic currents meet, and to-day he is the symbol of the continuity and permanence of the Gaelic tradition. Religious sentiment, love of children, tenderness, passion, and fancy, all the chief characteristics of Gaelic genius illuminate his writings. It is evident in his work that he felt he must shed his blood in order that his ideals might live. This feeling is plainly voiced in the poem "Renunciation":

"Naked I saw thee,  
Oh beauty of beauty,  
And I blinded my eyes  
For fear I should fail

I have turned my face  
To this road before me,  
To the deed that I see  
And the death I shall die."

Another Celtic poet, American-born, distinctly of the type of Padraic Pearse in the scholarly and mystic quality of his mind, is Norreys Jephson O'Connor, whose "Songs of the Celtic Past"<sup>2</sup> have just been published. In this new volume, Mr. O'Connor retells in English poetry the Irish story of the fairy maid Etain. In "Cormac's Christmas," a play that deals with the Christianizing of Ireland, we find Cormac stoutly resisting St. Patrick and his God who is overthrowing the ancient Druidic faiths. Mr. O'Connor's plays are written for stage production, and a former play, "The Fairy Bride," has been presented both professionally and by amateurs with great success. The section of "Modern Melodies" in this volume contains many graceful lyrics distinguished in the main by a delicate fantasy, and an ardent intellectualism. One of them pays eloquent tribute to the memory of Francis Ledwidge, the Irish poet from the Valley of the Boyne, who was killed in action in France in 1917.

In a new book by William Butler Yeats, "Per Amica Silentia Lunae,"<sup>3</sup> the poet converses partly in verse, partly in prose, on certain thoughts so habitual in his mind that he ventures to call them convictions. They are questionings of the mysteries of life, beauty and art, and of the curious way in which images are precipitated in the mind. He takes it that this "precipitation" is the work of the "other self," called by some the Guardian Angel, by others the Genius, and by Lytton, *Adonai*. Beyond literary toil, beyond the imitation of great masters, is the door of intuition whence all great art emerges. We must in a fiery, or rhythmic body have access to this realm. How we may discover the way to enter at will this world of pure intuition is the pith of Mr. Yeats' discussion. The style of his prose is as magical as that of his earlier poems.

"Brian Padraic O'Seasnain" (Mr. Bernard Sexton), author of "Star Drift,"<sup>4</sup> a book of American and Irish verse, is known to children as "Grey Wolf, the Story Man." He is the founder of the "Little School in the Woods" at Greenwich, Connecticut, and at present is a traveling lecturer to children. The Irish poems in this collection will give Mr. Sexton an authentic niche in the Celtic ensemble. They are fervent and have true gold in the grain. "Dark Rosaleen" and "Oisín Sings to the Sleepers" have the magical flame of spiritual illumination. Other poems include individualistic tributes to nature and short rhythmic, humanistic meditations. The collection is uneven in quality, however, and at times lacking in lyric freedom—a fault not surprising in a first book of verse.

In "White Fountains,"<sup>5</sup> a collection of odes and lyrics, Mr. Edward J. O'Brien has adapted the form of the Gregorian chant to the odes, "The Poet Speaketh to His Flesh" and "His Flesh Answereth the Poet." The possibilities of the form were suggested to him by Synge's "Riders to the Sea" and Dunsany's "Book of Wonder." In general interest, the lyrics surpass the odes. "The Piping Mountainy Man" has freshness and true Celtic magic.

<sup>2</sup> Songs of the Celtic Past. By Norreys Jephson O'Connor. John Lane. 171 pp. \$1.25.

<sup>3</sup> Per Amica Silentia Lunae. By William Butler Yeats. Macmillan. 98 pp. \$1.50.

<sup>4</sup> Star Drift. By Brian Padraic O'Seasnain.

<sup>5</sup> White Fountains. By Edward J. O'Brien. Small, Maynard. 113 pp. \$1.

<sup>1</sup> Collected Works of Padraic H. Pearse. Stokes. 341 pp. \$3.



# COLONIAL DRAMA, CURRENT PLAYS AND DRAMATIC CRITICISM

THE growth and development of a nation can be gaged more accurately by the plays written during formative periods than by the fiction, essays or poetry of those periods. The student of history will find a most vivid perspective of the growth of American nationalism in Montrose Moses' collection of distinctly American plays dating from 1765 to 1917.<sup>1</sup>

The first volume, which contains ten plays, includes in the list "The Prince of Parthia," by William Godfrey, Jr.; "The Battle of Bunker Hill," by Hugh Henry Brackenbridge; "The Fall of British Tyranny, or American Liberty," by John Leacock, and "Andre," by William Dunlap. Each of the ten plays has a biography of its author, a critical introduction, and one or more illustrations. One of the most interesting plays, "The Group: a Farce," was written by Mrs. Mercy Warren, the wife of General James Warren. This farce was incited by another farce written by General Burgoyne ("The Blockade of Boston,") and was a most effective bit of satire directed at the Tory politicians. It was printed, appropriately enough, the day before the Battle of Lexington. The history of the dramatic activities of the soldiers under General Burgoyne and Howe is worth looking into. General



MRS. MERCY WARREN  
(Author of "The Group: a Farce")

Burgoyne took himself seriously as a dramatist and was as much interested in this form of literature as in soldiering. His dramas may be obtained at any large reference library.

Pinero has grown to be a myth in this country. Yet so potent has been his influence upon the English-speaking stage, that the mention of his name incites controversy. Clayton Hamilton has restored Pinero to the world of flesh and blood by means of an admirable introduction to the Library Edition of "The Social Plays of Arthur Wing Pinero."<sup>2</sup> This first volume of these plays, contains "The Second Mrs. Tanqueray" and "The Notorious Mrs. Ebbsmith"—the latter the dramatist's favorite play. Mr. Hamilton holds that modern drama was ushered into being when "The Second Mrs. Tanqueray" was acted upon the stage of St. James's Theater in London, in 1893, also, that this play was the only great play written in the English language for one hundred and sixteen years. This statement is overly enthusias-

tic on behalf of Pinero. With due admiration for this splendid play, it may be called into question technically, and as psychological portraiture it is inferior to "Iris." Pinero is a Portuguese name and appears in street signs in Lisbon spelled, "Pinherio." The dramatist is part Jewish and part Gentile racially, and of mixed Latin and Anglo-Saxon blood. He was educated for the law but gave up his vocation at the age of nineteen to become an actor. Later, after a period spent in Sir Henry Irving's company, he forsook acting for playwriting. In appearance, he is short, stout, and dapper, with a Napoleonic figure and brilliant dark eyes under bushy eyebrows. Above an aquiline profile rises the bald dome of his head fringed with dark brown hair turning grey. He is married, but has no children.

Ex-President Roosevelt highly commends to readers a one-act war play, "Efficiency." He writes that this play shows "in a dramatic manner how the Prussianized militaristic autocracy of the Hohenzollerns has turned Germany into an inhuman machine for the destruction of what is highest and best in mankind." The action of the play deals with the marvelous reconstruction of the wounded. The men are patched up by German scientific men in order to return them to the trenches half-human Franksteins, much better fighting machines than they were originally, because of the marvels of science. The tragedy that follows upon this triumph of efficiency symbolizes the tragedy that will eventually overtake the powers of soulless materialism now rampant in the world.

The last volume of an edition of the complete dramatic works of Gerhart Hauptmann in English, edited by Ludwig Lewisohn,<sup>3</sup> contains a composition that sheds considerable light upon German aims and aspirations. This composition, "The Masque," was written by Hauptmann to celebrate the one-hundredth anniversary of Germany's freedom from Napoleonic yoke. In one of the last scenes a German Athene leads a procession representing the blessings and activities of peace into a cathedral to celebrate the unity of a Germany whose citizens have—according to Hauptmann—"at heart the common weal of man" Professor Lewisohn voices the suspicion that this "Masque," like the second part of "Faust," gains clarity and significance from the passage of time. The other plays of this volume are "The Bow of Odysseus," "Elga," and under the title of "Fragments," "Helios" and "Pastoral." Hauptmann's Odysseus is not the eternal wayfarer of the old wonder tale, but rather a subtle, experienced man of the Homeric age. "Elga" is a beautiful poetic drama based on a short story by Grillparzer. "Helios" is a description of the struggle between Christianity and paganism, and "Pastoral" calls the artist from the noisome labyrinths of cities back to the eternal delights of nature.

<sup>1</sup> Representative American Plays by American Dramatists. Edited by Montrose Moses. Dutton. 678 pp. Ill. \$3.

<sup>2</sup> The Social Plays of Arthur Wing Pinero. Edited by Clayton Hamilton. Dutton. 362 pp. \$2.

<sup>3</sup> Efficiency. By Robert H. Davis and Perley Sheehan. Doran. 40 pp. 75 cents.

<sup>4</sup> Gerhart Hauptmann: Dramatic Works. Edited by Ludwig Lewisohn. Huebsch. 384 pp. \$1.50.

Eugene Brieux's play, "Artists' Families"<sup>1</sup> (*Menages d'Artistes*) was written in the eighties to picture a Parisian circle of sham Bohemians and vapid pretenders to genius. It is as fresh and applicable to the present as if it had been written yesterday. One hit at free verse is worth quoting:

"Emma: (to Jacques) 'Ah, Monsieur Tervaux, let me congratulate you once again. France has one more great poet. Glory will be yours for having freed poetry from the shackles which weighted its winged flight. Henceforth there are to be no more rhymes.'

"Tombelain: 'No hiatuses.'

"Divoire: 'No more capitals of the beginning of each line.'

"Emma: 'The Poetry of the Future! Isn't it, Doctor?'

"Dr. M.: 'Real prose—at last.'

#### A HARLEQUINADE AND FAIRY PLAYS.

"The Harlequinade"<sup>2</sup> is a delicate, fantastic play in five episodes, by H. Granville Barker and Dion Clayton Calthrop. Its authors call it "an excursion" and those who are to read it "trippers." Amateur players and those organizing entertainments for literary clubs will find this play well adapted to their needs. Part of its secret is that Mercury on earth is the strolling player, Harlequin; Momus is always Clown, and Psyche is Columbine. There is food for thought in its fantasy and a little real magic.

"Robin Goodfellow and Other Fairy Plays,"<sup>3</sup> by Netta Syrett, includes six plays for children which can be produced easily and with simple scenic effects. Three of the plays are arranged for children's ballets, and one, "The Dryad's Awakening," may be performed out of doors against a natural background of trees covered with green leaves.

Rob Wagner's humorous stories of life in the "movies"—"Film Folk"<sup>4</sup> that appeared in the *Saturday Evening Post* are called "Los Angeles Canterbury Tales," inasmuch as the locale of all the stories is that of the great moving-picture studios around about Los Angeles. They furnish information about the lives of film actors and actresses, and afford entertainment on every page.

A volume of sidelights on modern drama—"Mr. George Jean Nathan Presents"<sup>5</sup> contains piquant vaudeville turns of sound criticism pungent with wit and satire. Mr. Nathan discusses old and new melodrama, the "Hawkshawian Drama," musical comedy, the commercial manager, recent dramatic successes and failures, and takes a fling at the intellectualism of Mrs. Fiske, and the castle of realism built by Mr. David Belasco. By way of a valedictory, there is a chapter on "Stupidity as a Fine Art." Mr. Nathan finds in the modern theater a stupidity so excellent, so signal, naive and refreshing, that he has hopes that it may arouse in the minds of the intelligent a latent interest in the playhouse.

## SIGNIFICANT NOVELS

"CHILDREN of Passage," by Frederick Watson, the son of "Ian Maclaren," is a tragedy-comedy of the Scotch Highlands.<sup>6</sup> The character drawing of the quaint Scotch people is not excelled by any other novel in modern English fiction, so artfully is the satirical turn of the Scotch character blended with humor that lies dangerously near to pathos. The love story of David and Iona, the "children of passage," illumines the book. One "passes" through a baptism of shot and shell, the other looking out upon the "peak of Calder" in her beloved highlands. And one may sum up the message of the book thus: the calm faith and assurance of the young in this cataclysmic time is more profound than the wisdom of the ages. Death to them is only the "hour before dawn."

"Martin Rivas,"<sup>7</sup> a tale translated from the Spanish of Alberto Blest-Gana, is a romantic novel that is also a satire on the pretensions and mannerisms of the *nouveau riches*. The scenes are laid in the city of Santiago in Chile. We follow

the fortunes of a Chilean family of recently acquired wealth through a social life that is muddy with affectation and snobbishness, which has no excuse in either aristocracy of birth or in culture. A delightful love story weaves through the narrative and comes to a happy ending. The author was born in Santiago, Chile, eighty-six years ago. He is in the opinion of Alfred Coester's "Literary History of South America," the greatest of Chilean writers. "Martin Rivas" is considered his masterpiece.

A first novel by Grant Watson is of interest as a story and as a study of the relation of the individual to society. Its title, "When Bonds Are Loosened,"<sup>8</sup> indicates the action, which shows a group of men and women reacting to the influences of a totally primitive environment on Kanna Island off the west coast of Australia. There are only a few characters and the story is intense from beginning to end. Under the influence of the primitive life on the island, the highly tensioned, cultured Anglo-Saxon goes down, while the less-sensitive, lower-keyed temperaments flourish, and in exact ratio, according to Mr. Watson's theory, to the basically atavistic originally held in leash in their natures. A sequel, "The Mainland,"<sup>9</sup> shows how the bonds of civilized society are forged once more by the descendants of one of the couples who made the direct descent to the primitive on the island. Both stories are, however, complete in themselves.

<sup>1</sup> Artists' Families. By Eugene Brieux. Translated by Barrett H. Clark. Doubleday, Page & Co. 98 pp. 75 cents.

<sup>2</sup> The Harlequinade. By Granville Barker and Dion Clayton Calthrop. Little, Brown. 87 pp. \$1.25.

<sup>3</sup> Robin Goodfellow and Other Fairy Plays. By Netta Syrett. John Lane. 139 pp. \$1.

<sup>4</sup> Film Folk. By Rob Wagner. Century. 356 pp. Ill. \$2.

<sup>5</sup> Mr. George Jean Nathan Presents. Knopf. 310 pp. \$1.50.

<sup>6</sup> Children of Passage. By Frederick Watson. Dutton. 248 pp. \$1.

<sup>7</sup> Martin Rivas. By Alberto Blest-Gana. Knopf. \$1.60.

<sup>8</sup> When Bonds Are Loosened. By Grant Watson. Knopf. 305 pp. \$1.50.

<sup>9</sup> The Mainland. By Grant Watson. Knopf. \$1.50.

# FINANCIAL NEWS

## I.—THE INTEREST RATE ON THE THIRD LIBERTY LOAN AND MEANS OF STABILIZING THE PRICE

THE economic fallacy that financial power regulates the duration of war has been proven. It seems rather to be the fact that facility in borrowing is in the inverse ratio to the length of time that countries of great wealth have been at war. Great Britain, for instance, had less trouble in raising \$5,000,000,000 in the spring of 1917 than she did her first \$1,000,000,000. The present indications are that the third Liberty loan of \$3,000,000,000 in this country will command a larger subscription than the initial loan of \$2,000,000,000 promulgated within a few months of the declaration against Germany.

There are two simple explanations. The first is organization. The machinery by which government loans are propelled is entirely new when a peace country goes to war. It is badly adjusted and inadequate to the load placed on it. In the United States, prior to April, 1917, there were only 350,000 owners of government and corporation bonds. The banks held most of the former. A few wealthy people possessed the bulk of the remainder. In the first Liberty loan the subscribers numbered 4,000,000 or over ten times the original numerical strength. In the second loan the number more than doubled—to 9,400,000. It is believed that this figure will be greatly exceeded in the campaign now coming to a close and that one in every ten persons in the country, as a minimum, will be registered as an applicant for participation in the loan. This well reflects the smooth operation of the machinery of publicity, salesmanship and leverage under communities that previously had been apathetic on the war and its support or unacquainted with the methods by which one may have and hold a government bond.

The second factor in the cumulative process of government loan subscriptions is that of a steadily reduced competition with other capital-requiring agencies. This concentrates the saving power of a nation on one form of security. Normally there are sev-

eral billion dollars of corporation, municipal and State bonds floated annually. It is into these that surplus earnings, in part, go. If, however, the expenditures of a municipality are regulated by a Capital Issues Committee, as is now being done in the United States, or the enlargements of a corporation are subject first to the approval of a government body a large sum of capital regularly allocated to them will be preserved for government loans. With this regulation goes the element of savings in production of non-essential goods for the twin purposes of conserving labor and materials entering therein and of sparing capital necessary to their production but primarily needed to supply the Government with funds. This takes the machinery of publicity and education to bring about, and in proportion as the lesson of thrift in use of goods is learned clearly and quickly, is the government loan effectively negotiated.

### *Interest Not an Important Incentive*

Beyond a minimum rate, say 3 per cent., it is doubtful if the interest on government loans placed in war times cuts as great a figure as is supposed. In the past year there have been many serious suggestions that the United States, in making its loans, give the borrower no interest whatever. While it is the pride of partnership in a just cause that brings out most of the subscriptions during the heat of the campaign, there is a considerable element who cannot afford to relinquish their modest increment on capital and at the same time meet the cost of living expenses doubled in the last few years. Therefore, with 3 per cent. a recognized minimum for savings accounts in many States a great many would have been slow to respond if a non-interest bearing bond had been proposed. The fact that in the second loan, with interest 4 per cent. instead of 3½, the number of subscriptions doubled, does not weaken the argument, for surely the difference between annual interest of \$1.75 and \$2 on a \$50 bond, or between \$3.50 and \$4

on a \$100 bond—these were the two denominations most freely subscribed to—was not the incentive out of which the increased applications came. Nor will the further gains of  $12\frac{1}{2}$  cents and 25 cents on \$50 and \$100 bonds, respectively, be an influence in augmenting the numbers of those who take the current issue of  $4\frac{1}{4}$  per cent. bonds.

The extent to which individuals and corporations buy government war bonds in time of war, from patriotic motives, is shown in the very small purchases by this public of the 4 per cent. government bonds which have sold in the open market at a discount of 4 to 5 points, of 4 points since it became known that they were convertible in a  $4\frac{1}{4}$  per cent. issue, which was to be offered at par. At 96 the second 4s, converted into a  $4\frac{1}{4}$  bond of a 25-year maturity, return  $4\frac{1}{2}$  per cent., more than the most liberal of the well-managed savings banks give, but apparently those with funds reserved these funds to subscribe to the  $4\frac{1}{4}$  at par.

#### *Government Purchase of Outstanding Bonds*

Though it is true that interest rate above 3 per cent. does not count among the major factors of a successful government loan, it is certainly a fact that the stability of price has considerable to do with encouraging successive subscriptions. When the second loan began the  $3\frac{1}{2}$ s were at a small discount. The decline below the purchase price of par was not enough to dampen the ardor of those who were asked to take more bonds. The third campaign, however, started with the 4s at a discount of nearly 4 points, so that the \$3,800,000,000 outstanding were actually worth in the market \$150,000,000 under that figure.

It is on this account that the sinking-fund feature has been introduced into the third loan. The Secretary of the Treasury may, at his discretion, purchase 5 per cent. per annum of the bonds outstanding, both during the war and for a period of one year thereafter. When, therefore, bonds are offered at a price which seems to the Secretary inimical to the credit of the Government and prejudicial to subsequent loans, he has the power and the means to go into the open market and absorb these bonds. Great Britain and France have employed the sinking fund or the special buying fund to very great advantage and if something in this nature had been in operation during the winter and spring it might have been possible to

maintain the price of the 4s near par and so allowed further issues at this rate. It is to be remembered that there is a small number of very wealthy investors whose subscriptions aggregate a large total and they would not be disposed to take additional 4 per cent. bonds at par which they could buy at 96 on the Stock Exchange. The concession of one-fourth of one per cent. in the interest rate was partially to satisfy this element.

#### *The Maximum Rate*

The interest rate on a government bond cannot stand apart from rates or yields on all other securities, even though it is always the lowest of any. There must, consequently, be a certain equilibrium between the government interest rate and that of the corporation. (Municipalities and States have tax-exemption advantages now over loans of the United States subsequent to that of last June, which places some of their bonds at a premium over the second and third Liberty loans.) If, therefore, the cost of all borrowing continues to advance the United States Government cannot free itself from the influence of the higher capital cost and although it has been indicated that  $4\frac{3}{4}$  per cent. will be the maximum paid on our loans while the war lasts, no positive determination of this sort can be made. It is doubtless true that discontinuance of the conversion privilege with the present loan will assist in maintaining an even rate for it was the possibility of exchanging into issues of higher and higher return that impelled a certain amount of early buying of the  $3\frac{1}{2}$ s and 4s.

#### *The Nations' War Debts*

At the end of the fiscal year 1918 the long-term war debt of the United States will be approximately \$10,000,000,000. It will also have out then a considerable number of short-term certificates of indebtedness to be later refunded by a fourth loan. Against the total of both there will be probably \$6,000,000,000 to \$6,500,000,000 of bonds of foreign government obligations owned by this country. Taking the war debt of Great Britain as of December 31, 1917, and adding to it the known daily expenditures from January to July, minus the amounts raised by taxation, and we have a figure of net cost, covering about four years of war, of something over \$25,000,000,000. These are the countries of greatest wealth in the world, one of which will have consumed by war about 4 per cent. of her means

in fifteen months and the other over 25 per cent. in a little under four years. Germany's net war debt after the eighth loan is completed will be little short of \$30,000,000,000, or about one-third of her national wealth.

It is becoming all the while more apparent that some form of capital tax will have to be enacted after the war to bring about a proper proportion between national income and national debt service.

## II. INVESTORS' QUERIES AND ANSWERS

### No. 930. TIME TO INVEST

Do you consider this a good time in which to invest in high-grade bonds and preferred stocks? Also what would you consider a selected list of bonds and preferred stocks for a \$500 investment? This money represents my savings, which are now in savings banks.

While we cannot be altogether sure of the course of market prices for standard high-grade bonds and stocks over the next few months, we nevertheless consider that the present is not a bad time in which to invest in such securities. In other words, we are inclined to think that even if all of the readjustment of prices to the uncertain conditions with which we are confronted has not yet been accomplished, events will show that a very large part of it has been.

For the average investor seeking safety and at the same time a reasonably high average rate of income, we would recommend under prevailing conditions standard, seasoned bonds and stocks like:

Atchison, Topeka & Santa Fé Adjustment Mortgage 4 per cents, New York Central Consolidation 4 per cents, Illinois Central Collateral Trust 4 per cents of 1953, Oregon-Washington R. R. & Navigation 1st and refunding 4 per cents, Atchison, Topeka & Santa Fé preferred, and Union Pacific preferred.

### No. 931. TRADING IN BONDS

A few years ago I bought New York City, Baltimore & Ohio and Chicago, Burlington & Quincy bonds. After noticing the market fluctuations of the New York City issue, I made up my mind I might obtain a profit by selling, which I did at 109 and bought Anglo-French 5 per cents. Now it seems to me that I might continue to make a profit every now and then by changing when one of my bonds is up and buying something a little lower in price. What money I accumulate now goes into Liberty Loan bonds. I have two of these. I do not want anything that does not offer safety of principal and interest.

There are a good many investors who have a perfect right to undertake to put into practice the theory you suggest. But for the average man who has neither time nor facilities to keep in close personal touch with the investment market, and to study the various influences operating upon

prices, we consider it bad practice to try to trade in and out of securities for profit through price fluctuations.

The various bonds you mention as being included among your holdings are in our opinion of excellent quality,—investments which show every likelihood of proving safe, both principal and interest, and in every way satisfactory to hold for income.

### No. 932. A GOOD HUNDRED DOLLAR BOND

I have at present \$100 to invest in some bond that pays more than 4 per cent. I am investing about \$25 a month in Liberty Loan bonds and \$25 placed to a savings account, and besides if I could get something satisfactory, that is, safe and better than 4 per cent., would like to purchase a \$100 bond about every other month.

One of the best of the current offerings of safe bonds in \$100 denominations seems to us to be the Canadian Pacific Railway 6 per cent. Debentures due in 1924. The small denomination bonds of this issue are obtainable, we believe, at about par to net a full 6 per cent. on the investment. Such an investment, we believe, would make an excellent beginning on your plan to purchase a small denomination bond every month or so.

### No. 933. RUSSIAN BONDS

I own a small block of Russian internal bonds, 5½ per cents, issued 1916 and maturing in 1921. I bought these at about 33 cents on the ruble. They are, of course, worth much less now.

I would like to have your opinion whether it is wise to dispose of them now or hold them for maturity. So far as the need of the money involved is concerned, I can easily afford to hold them.

While the very confusing and uncertain state of Russian affairs at the present time makes it practically impossible for anyone to foretell what is likely to happen to the country's internal and external obligations, we are inclined to think that if we were in your position we should be disposed to gamble a little bit further and not sell out on the basis of current quotations for the Russian ruble.





# THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

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**GENERAL JOHN J. PERSHING, COMMANDING THE AMERICAN  
EXPEDITIONARY FORCE IN FRANCE**

(With the great increase in the movement of soldiers from our American camps and cantonments to France, each month adds hundreds of thousands to the number of parents, relatives and friends here at home who have a new and anxious personal interest in the work and success of General Pershing. Of one thing they may be assured: he realizes fully his responsibilities as guardian-in-chief of those boys who have crossed an ocean to risk their lives in a struggle for which we have nothing selfish at stake. He believes thoroughly in all the activities that are concerned with the personal welfare of the soldiers, knowing that their moral and physical well-being, and their freedom from homesickness and worry, will more than double their military effectiveness. General Pershing is at the center of a series of live wires that connect our Expeditionary Force with the War Department and General Staff at Washington, with the Allied armies in the field, and with the supreme command exercised by General Foch. He sustains the American reputation for avoiding friction and maintaining harmony)

# THE AMERICAN REVIEW OF REVIEWS

VOL. LVII

NEW YORK, JUNE 1918

No. 6

## THE PROGRESS OF THE WORLD

*Germany  
Stakes  
Everything*

Another springtime has come and gone in our north temperate zone, and the world-war enters a period of summer fighting that will soon have brought us to the beginning of the war's fifth year. It is the general opinion that the military situation is near its critical climax. Events have so shaped themselves that both sides see a possibility of terminating the conflict through victory upon the West Front. The Germans have been doing everything in their power to strengthen their forces for further attacks upon the Allied line in France. Their aim is to break through to the Channel ports, and to shatter the British front, while rolling back the French armies and occupying Paris. Out of victories thus gained they hope to evolve an early peace. They are staking all their fortunes on this summer's offensive. They have in mind a league of nations, with a re-united and harmonious Europe under Germany's leadership and under her fully acknowledged domination. Even if Germany should conquer such a peace in Europe (which we deem impossible) the United States would not admit defeat. This country would be able to defend itself against Germany, no matter to what extent the Teutonic empire might become aggrandized.

*America  
Will Never  
Yield*

Furthermore—assuming a reasonable degree of preparation for self-defense in South America—the United States with Canada's partnership could protect the entire Western Hemisphere from any form of German aggression. All competent strategists understand that in aiding the European Allies on a large scale to meet Germany in Europe, we are undertaking what in every aspect is a much more difficult task than would be

ours if we were fighting Germany unaided and alone. The European war has assumed a form that is relatively advantageous for Germany, and that puts us at the disadvantage of immense distances. It is because they fully understand this in France, and because all the more thoughtful and candid minds of Great Britain also understand it, that they appreciate so deeply the willingness of the American people not merely to carry on a war against Germany by reason of our own grievances, but to aid them in the particular aspects of the war that circumstances have now rendered most exigent. The action we have taken makes the league of nations a present reality rather than a future aspiration. We have espoused a great cause, and we are not carrying on the war for our own national ends.



STILL LURING HIM ON  
From the *World* (New York)

*Teutonia  
Alma Now  
Unhidden*

There is no longer the slightest reason for doubt as to Germany's aims. She does not look forward to being one of a group of great nations, enjoying equal rights in the world on principles of freedom and justice. Much less does she look forward to such an entire submergence of national and imperial rivalries, for the sake of a higher structure of civilization, as many leaders of thought in America and Western Europe are ready to accept. Her aim is to dominate. Germany's opportunity to overrun Poland, Rumania, the Ukraine, Lithuania, the Baltic Provinces and Finland, has served at least one purpose that is to be deemed valuable. It has finally revealed the spirit of Germany, and uncovered the nature and extent of Germany's ambition. The German leaders—political, military, scientific, intellectual and ethical—believe themselves superior beyond comparison to the leaders of the English-speaking peoples, to those of the French, Italian and other Latinic races, and especially to the Russians and other Slavonic peoples. They believe that it is their mission to rule Europe and organize the world. In the earlier stages of this great war they could not have foreseen the full measure of the collapse and disintegration of Russia; and

probably not many of them expected at that time to attain the heights of German destiny except through a series of events that might take another century for their fulfillment. But history is made rapidly in war-time, and the programs of conquerors also expand with their successes. Germany has now completely repudiated the unambitious views expressed in the Reichstag vote of last summer. The men who were deemed very moderate in Germany—men indeed who were leading opponents of the Pan-German enthusiasts—are now going further in their advocacy of immediate annexations and of war indemnities than the wildest leaders of Pan-Germanism would have dared to advocate at the beginning of 1917.

*Either Way,  
Germany Will  
Lose*

Terrible as the struggle has become, therefore, its significance was never so apparent to all the world as it has become within the past month. The German leaders have no thought of any peace except what they call a "good German peace," to be gained as the reward of a smashing victory over France and England. The Allies can therefore make no plans looking toward peace, excepting through military action that will first show the world that (1) the Germans cannot gain their smashing victory on the West Front this summer, and (2) that even if further heavy reverses should overtake the Allies, there is no chance for an accepted and established peace in a world harmonized under German dictation. France, Great Britain, the United States, and Italy are determined to cooperate so completely and so generously at this time as to withstand the desperate blows that are undoubtedly to be dealt under the direction of the German Emperor and his allies and his military leaders. If Germany does not achieve great successes within the next three or four months, she will have lost the war. This does not mean that peace would assuredly be achieved during the present year. But it means that through another winter of preparation the military and naval resources of the enemies of Germany would almost certainly develop and become effective in such a way as to give all the advantages from an aggressive standpoint to the nations that are leagued together for the overthrow of German power. The time has now come to develop Allied cooperation on a broad scale, and make every effort count towards the final solution.



This map indicates the region on the Baltic in which the German processes of political reorganization were going on last month. It is the plan to install German princes as monarchs, and to bring Sweden as well as Finland into the closest political and economic accord with Berlin.

*Allied  
Morale  
Sustained*

It is not merely a question of the number of men in combat on the fighting line, or the number of soldiers massed in reserve. This has become a war of peoples rather than one of armies. If the French people had lost their morale (as at one time last year there was some fear that they might) the gallant French army would not have been fully sustained, and the Germans would have conquered. If the British nation, after the disasters and terrible losses of two months ago, had lost nerve and failed to rise to the situation, again the Germans might have won the war. America's action a year ago helped at the critical moment to revive the drooping spirits of France. America's response this year to the British call has enormously strengthened John Bull's stubborn resolution. The swift action of the French and British in sending an expedition to Italy last fall restored the morale of the Italians at a moment when mischievous propaganda behind the lines had weakened and almost destroyed a part of the army. The most remarkable of all recent manifestations in the United States has been the awakening of the nation to the magnitude of the war undertaking, and its determination to concentrate upon the war as its all-absorbing business.

*Growth of  
Allied  
Harmony*

It is hard enough within the confines of a single nation to keep all political and social elements in effective harmony under the terrible scourge of war, even where the righteousness of the issues at stake is not in dispute. But it is much harder, naturally, to hold together in bonds of sympathy and confidence a group of nations fighting in coalition against a common adversary. Realizing this truth, the Germans have been trying in all possible ways to increase friction and distrust among her enemies. It is therefore a marvelous thing that the Allied nations should have found it possible to work together with increasing rather than diminishing harmony. Much that we had hoped to bring about in a future period of international progress is actually taking place at this very moment. Thus there was a noteworthy meeting last month of the members of an American society which was formed several years ago to urge the doctrine that after the end of this war there ought to be a "league of nations to enforce peace." But is it not quite obvious that there exists at this moment such a league, with a freedom



TALKING OF BIG GUNS—  
From the *Herald* (Chicago)

and a zeal in associated action that already goes a good deal beyond what had been proposed in the creed of this society?

*The Working  
League Will  
Not Dieband*

The British, American, French, Italian and Japanese navies are cooperating without restraint. The American navy is gladly helping to make the reputation of British admirals. Henceforth the use of the high seas will be controlled and regulated by a league that is already a working fact. Germany will never again use the high seas for commercial purposes unless she has made herself acceptable to this league. We are publishing in this number of the REVIEW an article by Mr. Harrington Emerson advocating a Marine Union, to lay down rules and enforce them with the aim of future security and good conduct in the use of the world's domain of the sea. Not less interesting than Mr. Emerson's article is a series of brief comments upon it that we are also printing. Mr. Taft wisely holds that this function of maritime regulation must be one of the attributes of a broader union of nations. Mr. Kingsley ends the discussion by boldly asserting that the old doctrine of national sovereignty is played out, for such reasons as those that compelled us to discard the doctrine of supreme state sovereignty in perfect-



ing our Federal Union. Common concerns must be regulated by a higher sovereignty that acts for itself. And so Mr. Kingsley advocates a union of the peoples rather than of the governments; and he would have this World-State regulate the seas, and put an effective end to the mischievous designs of an unscrupulous country like Germany. Perhaps nothing less terrible than the present war would have made it possible to curb the dangerous passion for aggrandizement and for the domination of other peoples that is a perverted form of patriotism, obscuring the vision of many members of the ruling classes of various countries. But this spurious and dangerous sentiment is not real patriotism, but only a barbaric tribalism; and it is in the process of being rapidly subdued by the logic of amazing events.

*Brotherhood  
Becomes an  
Actual Thing*

Every week, and indeed almost every day, brings some new token of the unifying of the peoples of the free nations under the stern discipline of their endeavor to establish freedom as an accepted rule in the world's life. Thus unity of military command under Foch as a Generalissimo was much more than a mere military necessity in view of the German offensive. It involved in England the triumph of a larger conception, not merely of the methods and the strategy of Allied war, but of the intimacy and helpfulness that must persist in the future and take the place of the old kind of separate imperialism and calculating diplomacy. Mr. Lloyd George, whatever faults or mistakes may be attributed to him, represents to the public mind this large conception of a world that can sink differences and coöperate for worthy ends. The "brotherhood of man" had come to be regarded as rather a slushy phrase than a practical thing; but the expressed aims of the United States, and the practical war measures of our Government, are bringing this notion of human brotherhood very rapidly to the terms of a working program. So profound is the hatred of the waste and destruction of warfare in the minds and hearts of the English-speaking peoples that they can throw themselves into the bloody conflict with their best energies only upon the theory that they are going to bring the world to order, and to reconstruct it for the protection of what is worth while in our civilization. The Latinic peoples are ready to join the British and the Americans in fighting for these main objects. The French

and the Italians hope, indeed, to secure the normal restoration of certain provinces. But doubtless by this time they are ready to leave these particularistic aims to the judgment of those who wish to apply to all such issues the verdict of permanent justice.

*The Chain  
of Vassal  
Countries*

It has been intensely interesting during the past few weeks to follow the processes of political reconstruction that Germany has set on foot from the Baltic all the way to the Black and Caspian Seas. Within a month or two we shall provide our readers with a careful recapitulation of the steps that Germany has taken in Finland, Courland, Lithuania, Poland, Ukrainia, Rumania, the Dobrudja, and the Caucasus districts lying on the eastern edge of the Black Sea. The new political structures do not seem to be substantial enough to weather approaching storms. But Germany has been trying hard to create the impression throughout Europe that the destiny of these nations or provinces has been decided by force of arms, so that the argument of "status quo" may be used in the peace conference. Some time, however (and perhaps in the near future), a real government will arise in Russia to supersede the present chaos. Treaties that Germany has been making with such assiduity will not be



A WALK-OVER?

THE KAISER: "This is the doormat of our new premises."

EMPEROR KARL: "Are you quite sure it's dead?"

From *Punch* (London)



THE EMPEROR CHARLES OF AUSTRIA AND THE EMPRESS ZITA

(The young Hapsburg monarch, who became emperor about a year and a half ago, has been having as stormy a time recently as his great-uncle and predecessor, the late Francis Joseph, experienced when as a very young man he came to the throne in 1848. The Empress Zita is a princess of the Bourbon-Parma house, and is regarded by the Germans as having pro-Ally and anti-Berlin sympathies. Her brother, Prince Sixtus, acted as confidential agent of the Emperor in approaching the Governments of France and England last year with peace proposals that recognized the French right to Alsace-Lorraine, and offered full restitution to Belgium and Serbia. The disclosure of his negotiations has created an immense sensation throughout Europe, and has resulted in bringing Charles and his government more conspicuously under Berlin domination. The Empress was 26 years old last month, and the Emperor will be 31 in August)

regarded as binding whenever the moment comes for denouncing them; and this for the obvious reason that they were not made by two responsible parties. In every case they have been forced upon prostrate communities, and they have no moral weight. In order to have things stay as she is now trying to fix them, Germany must bear a perpetual burden of militarism that her resources can never endure.

*A German Danube and Euxine* Many are the unhatched eggs that the excited German imagination is now counting. Practically all of the coal deposits of the continent, most of the iron deposits (outside of Sweden and Spain), and practically all of the petroleum fields are to be directly or indirectly controlled by Germany. Economic treaties assure Germany full control of the agricultural resources, and the market for commodities, of Russia and the new border states. The Black Sea becomes a vast German lake. The Danube is to become a German river throughout its course, and its

mouths and lower stretches are to be controlled by Germany through the plan of separating the Dobrudja from Rumania and keeping it as a distinct province under Berlin control. This is a sore disappointment to Bulgaria, which is allowed merely to take back the little strip of the Dobrudja that Rumania had acquired under duress several years ago when Bulgaria was fighting Serbia, Greece and Turkey. Rumania, however, is given compensation by being allowed to annex (at the expense of Russia) the great district known as Bessarabia, which adjoins Rumania on the east, lying north of the Dobrudja, and having a frontage on the Black Sea. Germany's peace treaty with Rumania makes that country a vassal state, especially in respect to its economic affairs.

*The Slavic World  
Will Not Be  
Teutonized*

Unfortunately for German prospects of repose, these methods of dealing with neighbors do not make friends. The great Slavonic world, now crushed and bleeding, can never be destroyed by Germany, any more than the

Germanic world could be destroyed by Napoleon. The scourging of the Napoleonic wars gave Germany the impetus which has resulted in its rise to political and military power, and in its scientific and educational development. Far from being Germanized as a result of this war, the Lithuanians, the Ukrainians, the Great Russians, the Slavs of Poland, Bohemia and Croatia, and all the rest, will enter upon a period of awakening and progress which can bode no good to German autocracy. German arrogance is impressive in no quarter whatsoever outside of Germany. Smaller peoples may have to submit for a time; but it will not be with good will. Most of the people of Alsace-Lorraine have always spoken German and are of German racial stock; but German methods have alienated these people permanently, and it is evident that they will be glad either to be independent or to go back to France. If, then, Germany is not able to win the good will of Alsatians, she can never hope to dominate successfully such peoples as the Poles, Bohemians and Croats, much less the Russians proper. Education and modern ideas have advanced too far in the world for any such scheme of conquest as that which Germany has undertaken. The thing must inevitably crumble in the ground-swells of a new era.

*Turmoil  
in Hapsburg  
Domains*

We are publishing elsewhere in this number an article showing the internal difficulties that beset Germany's chief ally, Austria-Hungary. It is no longer possible to regard the problems of the Dual Monarchy as unrelated to those of Germany. The Allies now fully realize this, but have not as yet learned how they can best profit by the tremendous ferment of races and peoples under the sovereignty of the young Emperor Charles. Thus, the Emperor himself, as we now know, has been eager to make peace with the Allies on condition of their helping him to federalize—and thus hold together—the various racial entities that make up his present realms. On the other hand, certain population elements, especially the Bohemians and other Slavonic groups, are eager to come into friendly relations with the Allies at the first opportune moment, with the understanding that the Hapsburg realms are to be dissolved and new racial entities brought into sovereign being. A favorable step has been taken in the improved understanding between the Italians and the Jugoslavs of Austria. Italy would

now be entirely reconciled to a new South-Slav state with suitable outlets on the Adriatic coast. The difficulties due to racial discord in Hungary are well shown by Mr. Frary in the article to which we refer. If we could but look on without vital interests of our own and study the shifts and changes in the political geography of Europe, we should have a large and fascinating field of observation. It happens, however, that every one of these impending changes in Europe is going to be affected by the vigor and extent of America's participation in the great war during the coming year; and we have strenuous and fateful work to do.

*Home Victims  
of  
Autocracy*

German militaristic politics has been so occupied with the greedy exploiting of prostrate neighbors that political programs for the benefit of the German people themselves are postponed indefinitely. Not so very long ago the Germans were promised franchise reforms, so that there should be such a thing as the kind of manhood suffrage that exists practically everywhere to-day outside of the realms of the Hohenzollerns and the Hapsburgs. But the autocratic control of neighboring countries must in the very nature of the case involve the continuance of firm autocratic control at home. The German people will therefore be more completely victimized and humbugged by militarism and the expansion program than will the peoples whose lands are now being overrun. The Emperor Charles



THE DUAL MONARCHY  
From the *World* (New York)

has been forced to renew and extend the arrangements under which Austria is subject to Germany; and he has had to bear much humiliation through the full exposure of his attempt some time ago to make peace with France and England. Parliamentary authority in Austria is almost entirely superseded, and the people are oppressed and miserable. The longing for peace is intense, but the way of escape does not yet appear. That the Hapsburg domain will be shattered from within seems inevitable. But it awaits the issue of the summer's fighting both in France and in Northern Italy. If the Allies are able to hold firmly, Austria must almost certainly go to pieces, after which there may be expected some signs of political ferment within the realms of the German Kaiser.



England  
Now Strong  
for Unity

Mr. Simonds, in this number of the REVIEW, deals frankly with the ques-

(This outline map shows in black the Dobrudja, which Bulgaria had claimed, but most of which (including the Danube mouths) is made a separate district under German control. Roumania loses it, but obtains in compensation the great province of Bessarabia to the north-east which has been filched away from Russia, and which adjoins the new state known as Ukraina, which Germany is occupying and dominating.



FAMILY TROUBLES  
From the *Chronicle* (San Francisco)

tion of England's reverses and sacrifice of man-power in her military mishaps of the present season following her vast losses of last year. We do not intend, in these comments to condemn, or to ascribe blame for events that are in the past. It has been at their own frightful cost that the British had postponed that unity in war-making which from the very beginning had been essential to Allied success; and it is for them to "reason why" at the proper time. The chief fact is that Mr. Lloyd George has won a political and moral victory in the greatest fight of his career, and in the most critical issue that the British nation has faced in its entire history. The support accorded Mr. Lloyd George in the House of Commons last month was final and conclusive as respects Allied unity. Matters at stake were much more vital than the mere points raised in a letter written by Major-General Frederick B. Maurice after his dismissal from the post he held in the General Staff. He was one of the narrow-minded military





© International Film Service  
GENERAL (VISCOUNT) FRENCH, MILITARY RULER  
OF IRELAND

(When Field Marshal French was withdrawn from command of British troops in France, he was raised to the peerage and made Commander of the Home Forces in England. Last month, in view of the menacing nature of opposition to conscription in Ireland, General French was made Lord Lieutenant with extraordinary powers, which he proceeded to exercise without delay)

group that had been standing in the way of Allied coöperation. These officers and their backers were doubtless conscientious; but they belonged to an obsolete school of jealous and blinded chauvinistic patriotism that must go down with the other evils for which a righteous victory shall find a remedy. England has put forth stupendous and noble efforts ever since the beginning of the war, although her military mistakes have been grievous. She has learned at last that the peoples fighting Germany must fight as one in the field—besides supporting each other with money, ships, and materials—support that England has given from the beginning on an unstinted scale. Doubtless the British

Empire will emerge a different thing—but not a worse or a weaker—by reason of the faith now shown in the principle of unity and coöperation.

*Ireland  
the Sad  
Exception*

Undoubtedly certain internal problems of the Empire are embarrassing, but upon the whole the British "combine" has stood up well in the hour of trial. Ireland affords a conspicuous exception to the rule. As a matter of hard fact, Ireland has few grievances except those of sentiment and tradition. No communities in the world, in so far as local affairs go, have more complete self-government than the Irish counties, municipalities, and parishes. It is just fifty years since Mr. Gladstone removed the reproach of a religious tyranny imposed upon the Catholic people of Ireland. All the injustice of absentee landlordism has now been abolished by laws that are wholly favorable to the tenants. Nevertheless, Ireland wishes to be organized as a separate entity, and not as a consolidated part of the United Kingdom. There are several alternatives. One is the



HELL-BROTH

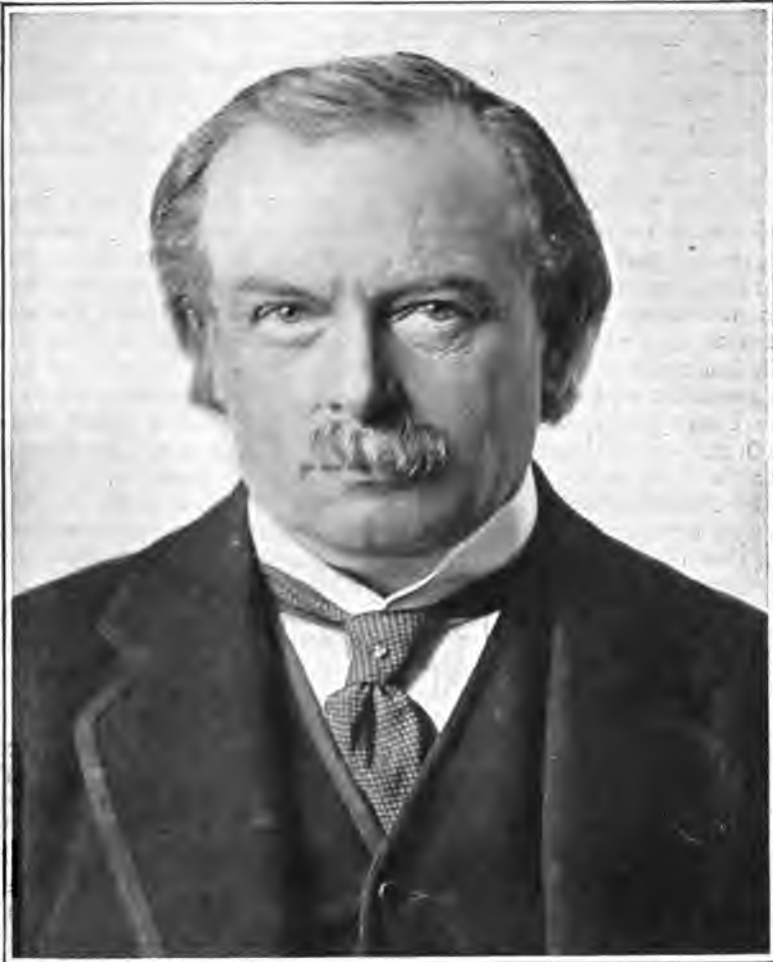
THE SHAN VAN VOCHT: "Tis no use putting straws in yer hair, and pretendin' ye don't know, if ye put that log on, the stew will boil over."

POLITICO-STRATEGICAL COOK: "Who asked your opinion?"

THE SHAN VAN VOCHT: "Not yourself—and for why not? A blind man may see! YE MANE IT TO BOIL OVER!"

From the *National News* (London)





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## RIGHT HON. DAVID LLOYD GEORGE, PRIME MINISTER OF GREAT BRITAIN

(Mr. Lloyd George has within recent months faced a series of great political and international problems, and in every crisis triumphantly retained the confidence of parliament, of the British people, and of the Allied nations. His latest and most worthy triumph has consisted in defeating the army group which has opposed full British military union with the other Allied armies on the Western Front)

kind of home rule that we give to New York or California. Another is the kind of self-government that Canada or Australia enjoys. Still another would divide Ireland and give Ulster its separate home rule. Each plan has its difficulties, and the tenacious obstinacy of Ulster baffles every attempt at a change from existing arrangements (which are not seriously bad for anybody).

*The Heavy  
Hand of  
Coercion*

It is very regrettable at this moment that a large English army should be maintained to subdue Ireland, while the outlying dominions of the British Empire, and also the United States, are straining every nerve to reinforce the depleted British forces in Flanders and Picardy. A half-million additional men

from the United Kingdom would almost at once be available for the real war if the Irishmen who ought to be in France, but are in Ireland, and the immense bodies of English troops who are now in Ireland for coercion, but who ought to be in France, were all acting together and backing up their own brothers. The fault is on both sides. England should have trusted Ireland completely and faced all her soldiers in the opposite direction. Ireland, on the other hand, should have risen to her opportunity, thus gaining for herself any future she might have desired. President Judson of the University of Chicago, in this number of the REVIEW expresses the general American sentiment about the Irish question. There has been blundering on all sides.

*Appealing  
to American  
Fairness*

Mr. Lloyd George and other members of the Cabinet on their part, and Mr. John Dillon and the Nationalist leaders of Ireland from the opposing standpoint, have in the frankest way appealed to American public opinion as being concerned with the Irish question. Americans, including millions of those of Irish ancestry, regard Ireland as wrong in resisting the proposal that young Irishmen should fight on the same terms as young Englishmen. On the other hand, American public opinion was appalled by the conduct of British army leaders in 1914 in condoning the treasonable conduct of those who were organizing the Ulster rebellion. The placing of Carson in the War Cabinet was a distinct affront to the Irish people. The sending just now of General French with arbitrary authority to command English forces in Ireland—in view of his record in 1914—seems to many Americans the acme of tactlessness. Ireland has very little if any real grievance, as we have already said; while England seems determined to create the illusion of grievances by indecision at Westminster and militarism at Dublin. What America sincerely wishes is harmony between England and Ireland, and policies that will create good will. If the Ulstermen would once try home rule, they would never give it up, and would be the proudest and most enthusiastic of all Irishmen.

*Paying  
for the Errors  
of 1914*

To make the situation worse, Parliament adjourned on May 17, not to meet again until the 28th, with the promised Home Rule bill not in evidence, and with no date fixed for its introduction. In such a crisis as the United Kingdom was facing during April and May, every vital phase of the Irish question ought to have been settled and disposed of within three days. The Dominion of Canada gives the French-speaking Province of Quebec all the home rule it needs; but the Dominion puts conscription squarely up to Quebec, and the results will be permanently good. All the more recent troubles of Ireland are due to the failure of the British Government to put the Home Rule law into effect sternly and promptly in 1914, and to compel every part of Ireland to obey the laws, making due examples of traitors and rebels. But it is nonsense to say that any part of Ireland is oppressed, or is suffering from outside domination. Ireland is greatly hurting herself, in the opinion of Australia, Canada and the

United States, by thinking so much of her own affairs at this moment, while the overseas Dominions are making such incalculable sacrifices for the common good. It was inevitable that the sending of Viscount French to Ireland should have precipitated a crisis. As soon as Parliament had adjourned, his lordship issued a proclamation, and, declaring the existence of treasonable plots, secured the arrest of scores of the Sinn Féin leaders. There was no likelihood of an insurrection, and still hope that some general solution might be found.

*What of  
India's  
"Man-Power?"*

It was gratifying to note in the news last month that more than half a million men were to be freshly recruited in India. The regiments of India, whether under native officers or English officers, are always splendid soldiers; and many thousands of them have fought bravely on all fronts in the present war. India from the first has been willing to furnish an almost unlimited number of her sons. But there has been in England a reluctance to trust fully and frankly the people of what is by far the most populous member of the British Empire. There have been in India constant murmurs against British rule, that have been much exaggerated by reason of German intrigue. There have been timid imperialists in England who have been afraid to arm and train too large an Indian army lest it should be used later on as an instrument for achieving political independence. But certainly no broad-minded statesman in England has any idea now of holding India in permanent subjection by force. The time is not at all ripe for a self-governing Indian State. The presence of the English in India is far more advantageous in every way to the peoples of India than it is to the British. Political and social evolution must advance a long way in India before the British rule could be wisely dispensed with. Meanwhile, however, everything should be done to increase good understanding on both sides. In our opinion, England should not hesitate to accept great bodies of recruits for her armies from the brave and interesting populations of India, encouraging (as indeed she has been doing for a long time past) all forms of educational, social, economic, and political progress in her great Asiatic empire. Those who imagine that India is oppressed by England, or that India could at present maintain a successful government of her own, would do well to read a new book by Mr. William

Archer ("India and the Future") which treats of all these questions with a frankness, intelligence, and sincerity that carry full conviction.

*Accord Between London and Washington*

Before Parliament adjourned, Mr. Balfour, as Foreign Minister, answered parliamentary questions regarding the peace overtures that had come from the Emperor of Austria through his brother-in-law, Prince Sixtus. These had been presented in confidence to the President and Premier of France, and to the King and Premier of the United Kingdom. Mr. Balfour declared that any peace proposals of any kind, coming in good faith from the enemy, would be duly considered. He also declared that there was perfect accord between the British and American Governments, and no diplomatic moves of any kind of which the United States was not kept fully informed. Meanwhile, public happenings and discussions in America have all been subordinate to the serious and impressive business of quickening up the movement of our young soldiers across the Atlantic. The movement during May was on a great scale, yet so unobserved that few people knew of it excepting as they were made aware of the departure of a son or a friend. Without any censorship, the newspapers, by unanimous consent, published only such references to troop movements as are contained in official utterances. It is probable that the German authorities know a good deal more about American troop movements than is known to the average Congressman at Washington.

*Current Opinions on "Man-power"*

The quickened movement of our troops, and the plans for the enlargement of our army, are simply due to the discovery that the English and French reserves of soldiery are very much smaller than we had been given reason to suppose. It has become the fashion again, therefore, to discuss the war in the terms of what is now universally called "man-power"; and man-power is again currently stated in terms of millions, the more oracular stump speakers now declaring that we must at once have an army of 5,000,000 men. We must undoubtedly train a very large army; and it is to be regretted that our Government has not seen its way to adopt a simple form of universal training which would rapidly militarize large bodies of men, without immediately withdrawing them from

farms, factories and mines. But it will be very unfortunate if so intelligent a people as ours should at this stage of the war be induced to accept the suicidal doctrine that this war is one of mere numbers rather than of machine-power. Every lesson of recent experience teaches the opposite doctrine. Germany has been crushing one nation after another because Germany alone fully grasps the idea that this is a war of business, industry, science, invention and strategy, rather than a war of sheer numbers of men or "divisions." Repeatedly during the period of almost four years we have observed in these pages that the Germans had set about the business of making war, while the Russians and English, and even the French, were too greatly prone to meet the cool-headed business of war-making by the hot-headed sacrifices of brave and reckless fighting.

*Machine Power Essential*

It will be useless to take millions of men away from necessary industry and send them abroad as soldiers, if we are not going to show the ability to provide for ourselves in war the very devices that American inventors had created years ago, and which Germany from the start has employed on a scale superior to that of her enemies. Russia mobilized 20,000,000 men for her armies, and of course, collapsed inevitably because they were not munitioned and supplied. If three-fourths of them had been used to make war material for an army of 5,000,000, Russia would have conquered Austria. The temporary delay of our aircraft program is a calamity, because it may mean the needless loss of many thousands of lives. The Germans went into the war with great supplies of machine guns, with howitzers that smashed the Belgian fortresses, with military aeronautics far better developed than those of all her opponents together, and with many other superior devices. American inventors can beat the Germans; but Germany is better organized by far to bring new inventions into effective military use than are other countries. The place where mere "man-power" is most effective for war is in the machine shops which fabricate the improved ordnance, the aircraft, and all the instruments without which it is merely murder to expose our gallant sons on the battle line. It is just as true now as it was a year ago that a fleet of aircraft could be so used as an adjunct of armies and an adjunct of navies as to carry the war back of

the lines to German military and naval centers, to break the deadlock and to hasten the day of honorable peace.

*A Program  
Not Yet  
Fulfilled*

This great conception thrilled the American people a year ago; and it was boldly advertised by the Government itself. Congress adopted the idea without a dissenting vote, and made appropriations for aircraft much larger than those of any foreign country. By this time, we were to have had ready for use a considerable fleet of high-powered planes that could have dropped bombs enough to destroy German naval bases in a single night; that could have swept over Essen and obliterated the Krupp works; that could have made it impossible for the Germans to use the air at all through the immense preponderance of Allied aeronautic power. Fortunately, our program is now beginning to produce results. The apparent failure was the most serious disappointment we have encountered since we entered the war, in so far as our own efforts have been concerned. We have wholly or partly trained a great number of young aviators, most of whom are waiting—so it is said—for lack of machines; and we have been obliged somewhat to reduce the further training program, because we, of all the nations using aircraft, are charged with being least able to produce the machines, although we are spending by far the largest sums of money for aircraft.

*Failure  
Will not be  
Accepted*

There is only one way out of the difficulty that the American people will accept. That way is to produce aircraft. If our ambitious plan of "standardizing" and of "quantity production" cannot as yet be made a success in the manufacture of so delicate an affair as an aeroplane, we must build the machines as they build them in England, France and Germany, where, without anything like our manufacturing resources or our supply of materials, they are nevertheless constantly producing effective flying machines and improving them all the time. The American people will not accept failure in this field. They will condone the past if we can learn enough from our mistakes to go forward in the right way. Unfortunately, our optimism was too great, and our plan was too ambitious. Perhaps we should have encouraged everybody to build aircraft, using all the best foreign models, and rewarding every American inventor for his improvements.

This would have given us a steady supply of machines, and it would not have interfered with those experiments in the field of standardizing that were being worked out for nearly a year, while almost the whole scheme of production had been delayed, except for a sufficient number of elementary training machines. But results are coming now.

*An  
Incidental  
Inquiry*

It seems an unfortunate diversion from the real business in hand that there should have been accusations of dishonesty. Men who have been identified with the aircraft program have for the most part been devoted, patriotic, and exceedingly able. They were too hopeful, and they were hampered by an entire lack of authority, but they were not "grafters" or "pro-Germans." Their reputations now require the protection of a searching inquiry. President Wilson last month instructed the Attorney-General to deal with charges involving dishonesty and misconduct, and some days later he requested Hon. Charles E. Hughes to assist the Attorney-General. Mr. Hughes, since his resignation from the Supreme Court and his electoral campaign for the presidency, has been practising law in New York for a livelihood, while giving most of his time and energy to patriotic service. The country may be assured that when the investigation is completed there will be no shielding of guilty men on the one hand, and no unjust reflections upon the innocent. The in-



THE EXPERT  
From the *World* (New York)

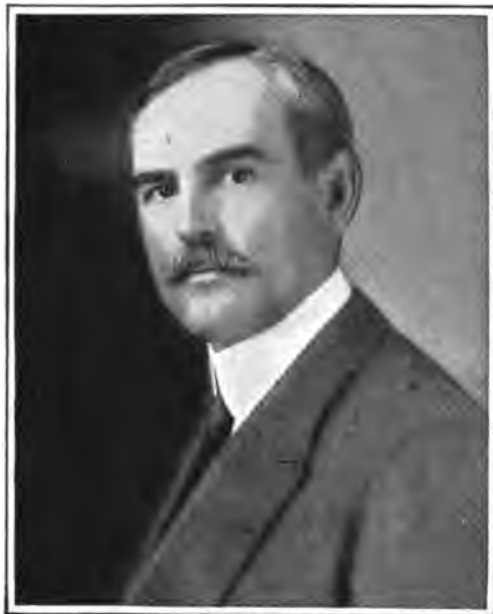
quiry is a necessary one, and President Wilson could not have found a better way to have it made conclusively. But what the country cares about is something else, namely, the actual production of aircraft.

*What the  
Public Wants  
to Know*

The more pertinent kind of inquiry is one that the Senate Military Committee proposed. This had to do with the expenditure of the money that has been appropriated for the aviation program, and with a full analysis of the present situation as regards production. The country greatly desires to know how much of the money has been actually paid out, how much that is valuable we have received or may yet receive for that money, and to what extent the business is now on a sound basis. For one thing, we have been obtaining spruce wood on a large scale in the forests of Oregon and Washington, this being better than any other kind of wood for the framework of the planes. The overcoming of difficulties in getting out this spruce, and the success of Colonel Disque in harmonizing capital and labor in the Northwest, form chapters in the aviation program that are by no means discreditable. Articles in this number of the REVIEW tell of this part of the work of the Government. We are glad to believe that our engineers and manufacturers will never admit defeat in the production of engines for aeroplanes, but that they will conquer difficulties and uphold America's reputation. Mr. John D. Ryan, who has been placed at the head of the Aircraft Production Board with vastly greater power than had been given to any predecessor in that field, is a man of high repute as a business organizer and executive.

*The  
President's  
Authority*

The Overman bill, giving the President power during the war-time period to rearrange executive departments, bureaus and boards, without being hampered by statutes, having stood the test of a Senate debate, was passed by the House of Representatives with only two adverse votes. Some executives err on the side of too rapid shifts and changes in organization. Mr. Wilson has rather the opposite tendency; and it is more to be feared that he will not use the powers given him by the Overman act in a sufficiently bold and radical way, than that he will make too drastic a use of his authority. There was a new controversy last month over the nature and extent of investigations to be made by



HON. JOHN D. RYAN

(Who heads the new division of Aircraft Production in the War Department. Mr. Ryan attained fame as an organizer and administrator in the copper-mining industry and in developing hydro-electric power)

Congress of expenditure and efficiency in war undertakings. The President did not object to specific investigations such as that of the aircraft program; but he objected to having the Senate Military Committee charged with the duty of probing here, there and everywhere. The President's responsibilities and powers have now become by far more complete and more unchecked than those of any other executive in the world. In almost every matter that arises, Congress meets his wishes. It will be to the President's advantage to encourage congressional inquiry as to war expenditure, and to facilitate every proper investigation; but inquiries should be specific, prompt and businesslike, and, of course, never tainted with partisanship.

*A Mild  
Season in  
Politics*

As the time for congressional and state campaigns is approaching in view of the November elections, the spirit of partisanship seems to grow less rather than more intense. There is a nation-wide desire to put patriotism above party. Many useful public men will be kept at their posts with something like general consent. An instance is Senator Knute Nelson of Minnesota, against whom the Democrats will not present a candidate. For certain offices, like the governorship of New York, there will be lively competition;





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**THE BEGINNING OF MAIL SERVICE BY AIRPLANE BETWEEN NEW YORK AND WASHINGTON, MAY 15**

(President and Mrs. Wilson were among the spectators at the inauguration of airplane mail, and the President dropped the last missive in the bag. Postmaster Merritt L. Chance, of Washington, and Postmaster-General Burleson are shown here just after receiving the letter which the President has tossed into the sack)

but all leading candidates on both sides will have records of loyal endeavor, and will seek votes on the claim of their friends that they are conspicuously qualified to render public service. Our political season is to be a mild one, with few rough storms. No issues lie squarely between the old parties.

own aircraft. The steel industries of the country are determined to see that Mr. Hurley and Mr. Schwab shall have all the material they can use in the shipyards. Fortunate and hopeful agreements are being made to harmonize capital and labor in the railroad business and the "war industries."

*Ships and War Industry* The expected improvement in the shipbuilding

situation has begun to appear. To say that we are launching a ship a day would mean little or nothing of a creditable sort, if it were true that our plans were not working well, and that we ought now to be launching three ships a day. It is enough to say that for a good while our plans were working badly, and that they have begun now to work well. Our enormously rapid movement of troops to Europe during the past few



**POSTMASTER THOMAS PATTEN OF NEW YORK GIVING FIRST PACKAGE OF MAIL TO BE DELIVERED TO WASHINGTON BY AIR**



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**PRESIDENT WILSON IN THE GREAT RED CROSS PARADE IN NEW YORK, SATURDAY, MAY 18**

(The President came to New York Friday, took part in the parade Saturday, made a notable address that night, and visited the naval training school at Pelham Bay on Sunday. In the picture, the two end men belong to the Secret Service. On one side of the President is Secretary Tumulty, and on the other side General G. R. Dyer, Grand Marshal of the Parade).

*Japan and China  
May Yet  
Rescue Russia*

How best to help Russia on her feet, and to give political and military value to the now unorganized and chaotic forces that are hostile to Germany's schemes of exploitation—such questions are engaging the attention of the Allies, and must have some kind of answer. At present, China is distracted with internal strife. Japan, America, and the Allies must help China to end this discord. Japan

and China, working together with the full support of the United States and Great Britain, could drive German influences out of Siberia, and thus there might begin in the Eastern half of the Russian Empire a movement for recovery that would be the starting-point of reconstruction. Such efforts should engage the help of all the best Russian statesmen and soldiers. Even as the United States is now going to the support



© Paul Thompson, New York

**MR. HENRY P. DAVISON, HEAD OF THE RED CROSS WAR BOARD, RETURNED FROM EUROPE IN TIME FOR THE GREAT DRIVE FOR \$100,000,000 LAST MONTH**

(In the picture, reading from left to right are John D. Ryan, now head of aircraft production; Cornelius Bliss, Jr., Henry P. Davison, Henry D. Gibson, and George B. Case)

of Britain, France, and Italy—even so Japan, with China's support, must perhaps face the task of protecting Siberia and affording a rallying point for the sane and intelligent millions in Russia who are longing to drive out the German invader, but need such a nucleus as the Allies can give.

*Supporting  
the War  
Activities*

The most remarkable aspect of the placing of the Third Liberty Loan, which reached the total subscription of more than \$4,000,000,000, was to be found in the number of individual subscribers. Nothing like this has ever happened before in any country. There were more than 17,000,000 people who paid their first instalment as lenders of at least \$50 to Uncle Sam. In many places the investors were considerably more numerous than one for each family. The result was a triumph of systematic work. The next loan will have to be largely taken by the people who are now obtaining extra large wages. We are reversing the methods of former wars. Wealthy men and corporations are now paying the bulk of the taxes, and the wage-earning people will have a chance to become the nation's bond-holders. It is by no means a bad change, although it should be brought about in a spirit of justice and moderation. The system of allotting quotas to localities, that worked so well with the Third Liberty Loan, was adopted in the "drive" for a second \$100,000,000 for the Red Cross. The work of war relief under Red Cross direction has earned the hearty confidence of the American public, and it will be supported to the end with a nation-wide generosity.

*Splendid  
Wheat Crop  
Promised*

One of the best news items that has come to America and to the Allies for a long time is in Secretary Houston's report from the Department of Agriculture, published on May 8. In consequence of remarkably favorable weather conditions during the month of April, the prospects for a crop of winter wheat not only failed to show any falling-off, but actually improved radically, and the Department now estimates a yield of 572,500,000 bushels. This would be the third largest crop of winter wheat ever produced in America, and nearly 155,000,000 bushels more than the crop harvested last summer. Every effort has been made to stimulate the production of the spring wheat crop, and present indications point to an increase in the acreage, though the exact extent of the

planting will not be known until June. The seeding of spring wheat has made a good start, and there are strong hopes that the entire wheat production of the United States for 1918 may come up to a billion bushels. Secretary Houston bears witness that the farmers have responded splendidly to the appeal of the President, the Department of Agriculture, State colleges of agriculture and other public agencies, by enlarging their planting as greatly as labor conditions would allow. He warns as to the labor shortage for harvesting and exhorts the cities and towns to lend all the assistance to the farmers that they can possibly give.

*Other Crops  
Good,  
Too*

The oat crop also promises to make a magnificent showing, in just the year when such a showing is most sorely needed. The acreage planted this year increased nearly 5 per cent. over that of 1917, which was the largest on record hitherto. The condition of the oat fields is reported to be very good, and they may easily produce 1,600,000,000 bushels—although, on the basis of the five-year average yield per acre, the present crop would come to 1,500,000,000 bushels. This favorable outlook has been responsible for a considerable drop in the price of oats, amounting to more than sixteen cents per bushel. The crop of rye, too, promises a record, the forecast of the yield being 82,600,000 bushels, or nearly 33 per cent. more than last year. Altogether it is fairly sure that, with anything like average weather conditions from now on, the United States will produce more grain food in the current year than has ever come from the farms before. The most discouraging part of the crop situation, aside from the labor problem, has been the shortage of seed for corn planting. A Government survey has reported a shortage of suitable seed corn ranging from 10 to 50 per cent.

*Nearly a Billion  
for Railway  
Upkeep*

On May 20 came the announcement that Director-General of Railroads McAdoo has authorized 182 roads—chiefly the large ones of the country—to spend approximately \$938,000,000 for improvements and equipment during the coming year. This very important decision was made after a careful budget had been submitted to the Director-General by his advisory commission appointed for this purpose. The sum sounds huge, but it is nearly three hundred and fifty millions less

than that recommended by the commission; nor is it so large as the celebrated forecast made by the great railroad genius, James J. Hill, in 1907, who estimated \$1,100,000,000 annually to be the wise expenditure for these purposes during five years. It is to be remembered, too, that a million dollars will not now buy anything like so many cars or so much labor as in 1907. Indeed, if the appropriation's purchasing power were compared with that of Mr. Hill's estimate, it would probably not secure more than half of the results he thought necessary. Mr. McAdoo is careful to add to his announcement, however, that changes up and down in the allotments to the various roads will be made as necessity arises. When the earnings of particular roads are insufficient to provide the funds for these purchases, the money will be taken from the \$500,000,000 "revolving fund" created by the law placing the roads under Government control.

*Railroad Operation by the Government* According to the recent report of the Interstate Commerce Commission, the railroads of the country showed, for the first three months of this year, \$90,000,000 less net income than for the corresponding three months of 1917—a fall from \$144,000,000 to \$54,000,000. This extraordinary reduction in net income came in spite of an actual increase in operating revenues, for the three months' period, of \$38,000,000. The officials of the Railroad Administration are not discouraged by this poor showing. The unprecedentedly bad weather of January and February, and the congestion resulting from it, made it inevitable that this quarter should be the worst in the history of our railroads. The March earnings, although far below the normal, were twice those of February and show a still greater improvement over January; and it is believed that there will be a marked recovery in the last half of the present year.

*\$300,000,000 More of Railroad Wages* But even if this extraordinary drop in earnings had not come, and if the railroads were sailing along with the largest earnings they had ever shown, they would, without an increase in rates, be confronted with an impossible financial situation owing to the plans for wholesale increases in wages. The special Railway Wage Commission has reported to Director-General McAdoo recommendations for wage increases estimated at some \$300,-

000,000 a year over the present pay roll. This program is under advisement of the Director-General. The new schedule suggested by the Commission is chiefly for the benefit of men drawing the smallest pay. It provides for increases on a percentage scale—ranging from 43 per cent. advance for employees receiving \$46 a month and under, down to an increase of only \$1 for those already receiving \$249 a month. If an employee has received an increase since December 31, 1915, it will come out of the new advance. It is obvious that this plan will affect the vast majority of railroad workmen. Indeed, the Commission showed that, in 1917, 51 per cent. of all employees received \$75 per month or less, and 80 per cent. received \$100 per month or less. The higher grades, paid from \$150 to \$250 per month, included less than 3 per cent. of all the employees, or 66,000 out of 2,000,000. Requests for wage increases are not by any means fully met in the plan recommended by the Commission. Such requests total more than one billion dollars a year. The Commission advises that there should be a tribunal to continue the study of railroad labor problems, and frankly admits that the peculiar factors of war make it impossible even to approximate ideal conditions of pay.

*Rail Rates to Go Up with Wages* It is safe to conclude that even without the new schedules of wages the Government would have had to raise railroad rates or else show a heavy annual deficit on account of its control and operation of the lines. With this huge new addition to expenses the rate advance will have to be radical and beyond anything ever asked for or even thought of by the private managers and owners of the roads. It is reported from Washington that the Railroad Administration will advance freight and passenger rates at least 25 per cent to meet the higher costs of wages, fuel, equipment, and other operating expenses, which are estimated at between \$600,000,000 and \$750,000,000 more than last year. Under the recent law taking control of the railways from their private owners, the Director-General has the power to initiate such new rates, while shippers will be permitted to appeal to the Interstate Commerce Commission for a review of their case, the final decision resting with the President. It is thought the proposed increases will yield about \$900,000,000 additional revenue, \$700,000,000 in freight and \$200,000,-

000 in passenger revenues. They would not go into effect, however, until the year is half over, and it is scarcely hoped that Government operation of the roads for 1918 can escape a heavy deficit. Of the total increase in operating expenses this year, wages account for between \$300,000,000 and \$350,000,000, coal for \$120,000,000 to \$150,000,000, and equipment and other facilities for between \$180,000,000 and \$250,000,000. It is not unlikely that there will be heavy protests from shippers and from others who fought bitterly and successfully against the requests of the railroads for advances in rates aggregating not more than one-third of those now proposed. It is difficult, however, to see why the railroads should be run at a loss simply because of a fetish as to low rates. The shoe manufacturer or the steel manufacturer, shipping products for which he is charging 100 per cent. to 200 per cent. more than normal because of increased costs, ought certainly to understand why freight rates, which have been subjected to exactly the same kind of increased costs, should also advance.

*New Billions to Be Spent on the War* With the War Department alone calling for appropriations of about \$12,000,000,000 to carry out the extended military program of the United States; with the shipbuilding budget to be radically increased, great new arsenals built, and much more than a billion dollars spent on aviation—it is estimated by some Congressmen that \$31,000,000,000 will be needed for war, next year. Such expenditures, amounting, in the case of the War Department alone, to about \$8,000,000,000 more than last year, would require heavy increases in tax rates and bond issues. The Third Liberty Loan was splendidly successful, reaching, it is estimated, four billion dollars instead of the three billion dollars asked for; but it begins to look quite small in view of the unheard-of sums spoken of for next year. It was reported that Secretary McAdoo is in favor of an immediate revision of the revenue law in the present session of Congress to provide new rates of taxes, commensurate with the enlarged financial program. It is understood that leaders in Congress prefer to postpone such new tax legislation until next November or December. It has been ascertained that the actual collections under the present revenue law will greatly exceed the original estimates. The excess profits and income taxes, for instance,

originally expected to produce \$2,400,000,000, will actually produce more than \$3,000,000,000. Altogether, the Government's income from taxes and miscellaneous receipts will amount to about \$4,000,000,000 for 1918. It is considered not unlikely that a revenue bill must be framed to produce for 1919 twice the amount of taxes raised in this year.

*A Budget Needed for Our Billions*

A strong supporting argument for the conviction of Congress that we should not rush into a new and enlarged program of taxation at this time is the entire uncertainty as to how much money we shall need in 1919. Legislation for new taxes now would not result in money for the Treasury until June, 1919. Estimates of what we shall spend next year run from twenty-three billion dollars to thirty-three billion. Last year, in October, Congress was informed that we should need \$21,390,730,940 for the fiscal year 1918—nearly twice as much as the Budget of the British Treasury. What were the facts? In December, the estimate was pared down to \$18,000,000,000; now that the year is about to end it is clear that the actual expenditure will be less than \$12,500,000,000. No one has any disposition to criticize the Treasury Department for this fantastic discrepancy between estimates and results. Shortages in material and supplies, and in railroad and shipping facilities, explain why we were not able to spend anything like what we hoped to spend. But the huge over-estimate shows clearly that the vast blanket appropriations for military, naval and shipping purposes next year are paper figures only, which may be quite as wide of the accomplished facts as last year's estimates were. Only two months before the Third Liberty Loan, Washington was talking of an issue of \$10,000,000,000; but the actual issue necessary was only \$3,000,000,000. Two things are strongly suggested by this experience; (1) it is scarcely wise to frighten and confuse the business operations of the country by "doubling" the income and excess profits taxes a year in advance of the possible need of the money; and (2) we should without delay instal a budget system similar to that of Great Britain, to give some check on the present method of merely adding up a number of blanket estimates made by different departments, no one of which is able certainly to say that it can actually spend the money it asks for.



# RECORD OF EVENTS IN THE WAR

(From April 18 to May 20, 1918)

## *The Last Part of April*

April 18.—The Man Power bill in Great Britain receives royal assent.

April 20.—The most important German offensive against an American position results in the temporary capture of the village of Seicheprey, northwest of Toul; the Germans claim 183 prisoners.

April 21.—The President of Guatemala announces that the National Assembly has assumed by decree "the same attitude of belligerency toward the German Empire as the United States."

Baron Manfred von Richthofen, the famous German aviator, credited with 80 victorious combats in the air, is killed over the British lines.

April 22.—The Chancellor of the British Exchequer presents the budget to the House of Commons, calling for estimated expenditures of \$14,-860,000,000 in the coming year—approximately one-third of which would be provided by taxation, the rest by borrowing.

It is unofficially reported from Japan that the United States will acquire 24 ships by charter, 15 by purchase in the near future, and 27 by purchase next year (a total of 514,000 tons).

April 22-23.—British naval forces land at the German submarine base at Zeebrugge, at night, sinking concrete-laden vessels to block the channel and blowing up a portion of the mole; a similar operation is attempted at Ostend.

April 24-25.—The German drive for Amiens is renewed, but the line is held firmly by the British, French, and American troops; the villages of Villiers-Bretonneux and Hangard change hands several times.

April 25.—The German drive for Ypres is renewed, the British and French losing the important height of Mont Kemmel, southwest of the city.

The Netherlands Minister of Foreign Affairs informs Parliament that the dispute with Germany is serious; it is understood that Germany has revived its demand that shipment of sand and gravel to Belgium be permitted across Dutch territory.

April 28.—Dr. Sidonio Paes, leader of the revolution in December, is elected President of the Portuguese Republic.

April 29-30.—Continued assaults by the Germans around Ypres are repulsed with heavy losses, and their offensives in northern France, begun on March 21, come to a decided pause.

## *The First Week of May*

May 1.—Sebastopol, the Russian fortress in the Crimea, is occupied by German troops.

Germany's failure to obtain expected results in Ukraina is indicated by the official reports of "excitement" and anarchy there, the establishment of military tribunals, a protest from the Rada, and the arrest of several members of the ministry.

Gavrilo Princip, the Serbian assassin of the Austro-Hungarian Archduke Francis Ferdinand, in July, 1914, dies of disease in an Austrian fortress.

May 2.—In the Lower House of the Prussian Diet the Social Democrats' motion to restore the equal suffrage provision, promised by the Kaiser, is defeated by 235 votes to 181.

May 3.—A commercial agreement between the United States and Norway is signed at Washington, providing for the exchange of necessary commodities and for the restriction of Norwegian exports to the enemy.

Germany reports an overwhelming defeat of Bolshevik forces in southwestern Finland, in a five days' battle.

May 4.—The Emperor of Austria empowers Premier von Seydler to adjourn Parliament, in an attempt to overcome the opposition of Slavs, Czechs and Poles.

The campaign for the Third Liberty Loan throughout the United States comes to an end with subscriptions totaling \$4,170,000,000, from 17,000,000 subscribers.

The British mission to the United States estimates that British casualties in the great battle in Picardy since March 21 have been approximately 250,000 killed, wounded, and missing.

May 5.—Field Marshal Viscount French be-



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ALPINE CHASSEURS, THE FAMOUS FRENCH "BLUE DEVILS," WHO VISITED THE UNITED STATES LAST MONTH



© Committee on Public Information

#### AMERICAN SOLDIERS IN THE TRENCHES OF FRANCE

(Secretary Baker intimated last month that there are more than 500,000 American troops in active service abroad. They are known to be in at least four sectors, the principal one being that near Toul, in Lorraine. There are, besides, considerable numbers participating in the defense of Amiens)

comes Lord Lieutenant of Ireland, and Edward Shortt, M.P., Chief Secretary for Ireland.

May 6.—A treaty of peace is signed at Bucharest by representatives of Rumania and the four Central Powers, supplementing the preliminary agreement reached on March 5; the document takes away from Rumania its Black Sea Coast and its important mountain passes.

Major-General Sir Frederick B. Maurice recently Director of British Military Operations, accuses Premier Lloyd George and Chancellor Bonar Law of misstating army strength.

May 7.—The Nicaraguan Congress declares war on Germany and her allies, upon the suggestion of President Chamorro.

#### *The Second Week of May*

May 8.—The American Secretary of War announces that his forecast made in January—that 500,000 American troops would be dispatched to France early in the year—has been surpassed.

May 9.—Premier Lloyd George refutes the charges of Major-General Maurice, and after a detailed explanation is sustained by the House of Commons, 293 to 106.

May 10.—A British naval squadron in an early morning raid sinks an obsolete concrete-filled cruiser at the entrance to Ostend harbor (the Belgian coast), with the purpose of blocking the exit of German submarines.

May 13.—The Prussian Lower House again rejects a motion to restore to the Franchise Reform Bill the provision for equal manhood suffrage.

Emperor William and Emperor Charles meet at the German Army Headquarters and arrange a new Austro-German alliance, involving new military cooperation and closer economic and customs relations; it is also reported that monarchs were selected to Lithuania, Courland, Esthonia, and Poland.

May 14.—The German Emperor, proclaiming the restoration of Lithuania (Russia) as an independent state, "allied to the German Empire," assumes "that Lithuania will participate in the war burdens of Germany."

Italian naval forces enter Pola harbor in the early morning and sink an Austrian battleship.

#### *The Third Week of May*

May 15.—British Admiralty regulations go into effect, closing by mine fields approximately 22,000 square miles in the northern part of the North Sea.

May 16.—The British Foreign Secretary, explaining to the Commons the Austrian Emperor's peace overtures, declares that "if any representative of any belligerent country desires seriously to lay before us any proposals, we are ready to listen to them."

May 17.—Capt. Antonio Silvio Resnati, the famous Italian aviator, is killed while flying at an aviation field in New York.

May 18.—The British Government arrests several hundred alleged plotters of a new revolt in Ireland (including four Members of Parliament), under Sinn Fein leadership, but growing out of German intrigue.

The American Minister to China states that the Japanese and Chinese Governments have concluded a defensive alliance against Germany.

May 19.—Major Raoul Lufbery, the most successful American aviator, is shot down by an enemy airplane over Toul (see page 602).

It is reported that Italy has concluded a new treaty with her allies to replace the agreement of April, 1915.

France protests to Switzerland against its recent commercial agreement with Germany (involving exchange of Swiss cattle for German coal and iron and steel), and threatens to withhold French shipments of coal.



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#### THE UNITED STATES CENSORSHIP BOARD AT WASHINGTON

(The United States Government, from the standpoint of war efficiency, supervises the foreign cables, the foreign mails, and the giving out for publication of military and naval intelligence. The Post Office Department under new legislation has enlarged power to keep out of the mails periodicals that are seditious and disloyal, or that violate in any way the provisions of the Espionage Act. In the European sense we do not have in this country a censorship of the press. The officials comprised in this remarkably interesting group are as follows: Seated, left to right: Capt. David W. Todd, U. S. N., chief cable censor and director of naval communications; Maj.-Gen. Frank McIntyre, chief military censor and chief of the bureau of insular affairs; Robert L. Maddox, chairman of the board and chief postal censor; Paul Fuller, Jr., director bureau of war trade intelligence; and George Creel, chairman Committee on Public Information. Standing, left to right: Miss Genevieve Chapin, assistant to the secretary of the board; Frederick Bulkely Hyde, secretary, and Eugene Russell White, deputy chief postal censor)

## RECORD OF OTHER EVENTS

(From April 20 to May 20, 1918)

### PROCEEDINGS IN CONGRESS

April 20.—The House passes the Naval Appropriation bill (\$1,312,000,000) by unanimous vote.

April 25.—The House passes the Senate bill extending the Selective Draft Act to young men who have become 21 since June 5, 1917.

April 29.—The Senate, by a vote of 63 to 13, adopts the Overman bill, granting power to the President to reorganize executive departments.

May 1.—The Senate passes the House bill appropriating \$60,000,000 for emergency housing accommodations for workers in essential war industries.

May 4.—The Senate adopts the conference report on the Sedition bill, amending Espionage Act.

May 7.—The House adopts the conference report on the Sedition bill.

May 14.—The House passes the Overman bill, by a vote of 295 to 2.

May 15.—The Senate Committee on Audit and Expenses orders a favorable report on the Chamberlain resolution for an investigation of the conduct of the war, but limits its scope to aircraft and ordnance production, after the President had made it known that passage of the original resolution would be regarded by him as a direct vote of want of confidence in the Administration.

May 20.—The Senate passes the River and Harbor bill, appropriating \$21,572,000 for work essential to the war.

### AMERICAN POLITICS AND GOVERNMENT

April 24.—John D. Ryan, the copper producer, is named to head a new Division of Aircraft Production in the War Department.

April 29.—X. P. Wilfley is named by the governor of Missouri to fill the vacant seat in the United States Senate.

May 1.—Michigan and New Hampshire become "dry"; Michigan by constitutional amendment adopted in 1916, New Hampshire by repeal (in 1917) of the local option amendment to the old Prohibition law.

May 2-3.—Secretary of War Baker, recently returned from Europe, appears before the House Committee on Military Affairs and presents the Administration's estimates; he asks that authority be given to draft men into the army without limit, and outlines appropriations totaling more than \$15,000,000,000 for an army of 3,000,000 men by July, 1919.

May 8.—The Railroad Wage Commission, under the chairmanship of the Secretary of the Interior, Mr. Lane, recommends wage increases totaling \$300,000,000 annually—the increase ranging from approximately  $4\frac{1}{2}$  per cent. on wages of \$55 weekly to 40 per cent. on \$20 weekly.

The Government's crop report indicates improved condition of winter wheat and a harvest of 572,590,000 bushels—154,400,000 bushels larger than last summer.

May 13.—Governor Whitman signs a bill passed by the New York Legislature requiring all able-bodied men between the ages of 18 and 50 to be regularly engaged in a useful occupation until the termination of the war.

May 15.—The President appoints Charles E. Hughes to act with the Attorney-General and investigate thoroughly the aircraft branch of the military service, involved in "very serious charges of dishonesty."

A regular mail service by airplane between Washington and New York, via Philadelphia, is inaugurated by the Post-Office Department.

The New York State Barge Canal is opened to through traffic, from Lake ports to New York City (see page 590).

May 19.—The Director-General of Railroads, Mr. McAdoo, authorizes expenditures by the railroads of \$938,000,000 for improvements and equipment during the coming year.

#### OTHER OCCURRENCES OF THE MONTH

April 21.—Nine earth shocks are felt in southern California and western Arizona and Utah, causing half a million dollars damage to property.

May 1.—A collision between a coastwise passenger steamer and a French cruiser, in a fog off the Delaware capes, results in the loss of 65 lives.

May 3.—Persia informs Holland that it regards as null and void treaties imposed within recent years, especially the Russo-British treaty of 1907 setting apart "spheres of interest."

May 15.—The 5500-ton steel steamer *Tuckahoe* is turned over to the Government, completed in 37 days at Camden, N. J.—a world's record.

May 18.—A series of powder explosions in a war plant near Pittsburg kills nearly 100 persons.

#### OBITUARY

April 21.—Dr. Ferdinand Braun, the German authority on wireless telegraphy, winner of a Nobel Prize in 1905, 68. . . . James Alexander Scrymser, creator of cable and telegraph systems throughout Latin America, 79.

April 22.—Baron Gautsch von Frankenthurn, three times Premier of Austria, 66.

April 23.—Edwin O. Wood, of Michigan, prominent in the automobile industry, in politics, and in historical writing, 57.

April 30.—Dr. Carlos Maria de Pena, Minister from Uruguay to the United States, 66.

May 3.—Robert Morrison Olyphant, oldest graduate of Columbia and former president of the Delaware & Hudson Railroad, 93.

May 4.—Ripley Hitchcock, a well-known New York author and editor, 60. . . . Rev. John Montieth, author and naturalist, 85.

May 5.—Bishop Franklin Hamilton, of the Methodist Episcopal Church, 54.

May 7.—Marcus P. Knowlton, former chief justice of the Supreme Judicial Court of Massachusetts, 79.

May 11.—Alexander Oswald Brodie, Lieutenant-Colonel of the Rough Riders during the Spanish-American War and afterwards appointed Governor of Arizona, 68. . . . Christian C. Kohl-saat, judge of U. S. Circuit Court of Appeals, 74.

May 12.—Pastor Charles Wagner, of Paris, widely known as author of "The Simple Life," 67.

May 14.—James Gordon Bennett, owner of the New York *Herald* and *Evening Telegram* and the Paris *Herald*, 77. . . . Frederick Remden-Hutton, of New York, prominent as writer and teacher in the field of mechanical engineering, 64.



A SCENE IN EASTERN SIBERIA—AT CHITA

(It is here that the Amur branch joins the main line of the Siberian Railway, thus forming a most important junction point. In this region Japanese, Chinese, Bolshevist, anti-Bolshevist, and German interests are conflicting)



# A MONTH'S HISTORY IN CARTOONS



COMING

"Behold a great cloud ariseth out of the sea."—Isaiah.  
From the *Daily Star* (Montreal)

**W**HILE the Allies have waited on the Western Front for the renewed German drive, the world has been thinking more and more intently about changing conditions



GERMANY'S HEAVY TOLL

WILLIAM (gleefully): "Vot price Paris and Calais now, Hindy?"

HINDENBURG: "At this rate, I should say about three million troops, Sire!"

From *Cassell's Saturday Journal* (London)



HOW BIG SHOULD OUR ARMY BE?

From *Evening Dispatch* (Columbus, Ohio)

on that front. From the Allied standpoint the one matter of cardinal interest is the coming American army. How big will it be? How long will it have to be in training? How soon can it make itself a real factor in resisting the Teutonic onslaught?



"WHO'D HAVE THOUGHT IT?"

From the *Evening World* (New York)





## AWAITING HIS MOMENT

THE MATADOR (Foch): "My brave Picadors have nearly completed their task."

From the *Passing Show* (London)

These are things, that the world is thinking and talking about, and the cartoonists have "listened in," as it were, and reproduced what they have heard.



## COMRADES IN ARMS

On April 1 the Royal Naval Air Service and the Royal Flying Corps amalgamated into one force—The Royal Air Force.

From *Everyweek* (London)



## THE ROAD TO "VICTORY"

From the *American* (Baltimore)



## THE DEATH-LORD

THE KAISER (on reading the appalling tale of German losses): "What matter, so we Hohenzollern survive?"

From *Punch* (London)





THE TEST

THE BRITON OF 50: "Well, Pat, your time's come too, now."

PAT: "Toime for phwat?"

THE BRITON OF 50: "To fight for the Empire that feeds you—or prove yourself its enemy."

From the *Passing Show* (London)

There are many features of the Irish conscription debate that the American public does not pretend to understand, but perhaps



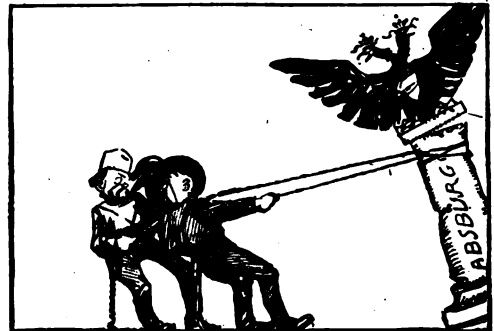
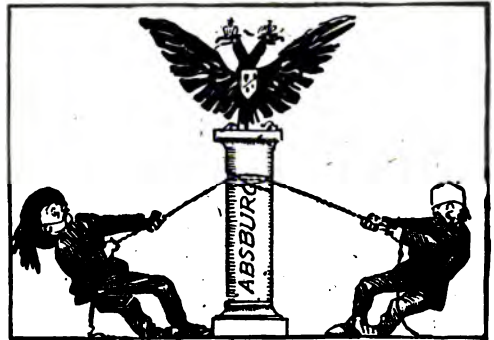
THIS IS WHERE THE IRISH OF AMERICA STAND  
From the *Herald* (New York)



"IT IS YOUR FIGHT, TOO!"

From the *Commercial Appeal* (Memphis)

the general attitude is fairly expressed by the English cartoon on this page. Meanwhile, there is no question about the part taken in this war by America's boys of Irish descent.



THE ITALIAN-JUGOSLAV ACCORD

Instead of pulling against each other, but with the same purpose, why not pull together?

From *L'Asino* (Rome)



## THE END

THE RUSSIAN: "Are we not brothers then?"

THE GERMAN: "Yes, while you kept your rifle."  
From *L'Asino* (Rome)

Russia's plight is an inexhaustible theme for cartoonists in all the Allied and neutral countries. On this page (above) we have two Italian drawings that illustrate very clearly the Entente's conception of Germany's attitude towards Russia at the present time.

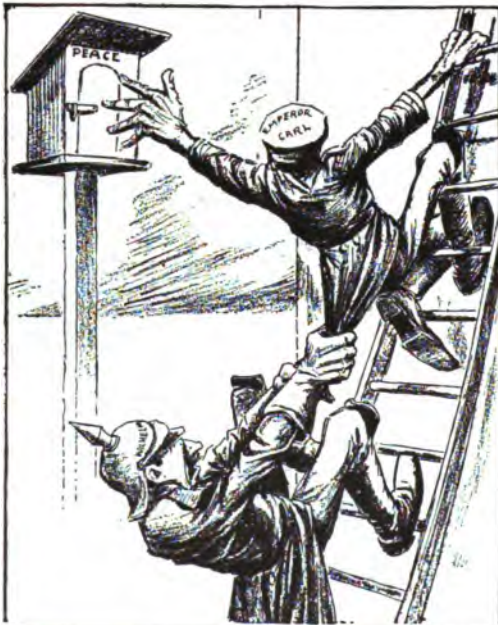


## IN RUSSIA

At last the German wolf throws off his mask.  
From *L'Asino* (Rome)

The San Francisco *Chronicle* man shows how Austria's yearnings for peace are continually thwarted by the German Kaiser.

Cartoons on the next page represent vari-

AUSTRIA'S FRUSTRATED PEACE EFFORTS  
From the *Chronicle* (San Francisco)THE PRICE OF PEACE  
From the *Evening Telegram* (New York)





BETWEEN THE DEVIL AND THE DEEP SEA  
From the *Chronicle* (San Francisco)



EXCUSE US, HOLLAND, WE ARE IN A HURRY  
From the *News* (Detroit, Mich.)

ous aspects of neutral Holland's controversies with both belligerent groups. In March the United States and Great Britain seized a large number of Dutch ships which had

for many weeks remained idle in Allied harbors through fear of German submarines. Full compensation was provided. Germany saw an opportunity, and renewed her demand — objectionable to Holland — that transportation of sand and gravel be permitted across Dutch railways. The reader should remember that the cartoon in the lower right corner represents a German view.



UNCLE SAM: "I borrow one feather and in return will feed the chicken."  
THE PAN-GERMAN: "But I am always hungry, therefore I will eat the chicken."  
By Raemakers



"LOVE ME AND THE WORLD IS MINE"  
OR "THE ENTENTE AND HOLLAND"  
From *Nebelspalter* (Zurich, Switzerland)



*A Large Part of the System Consists of "Canalized" Rivers and Lakes*



*A Section Cut Through Solid Rock, Ninety-four Feet Wide*

## THE NEW ERIE CANAL

**N**O single factor will contribute more toward relieving railroad congestion in the East than the new barge canal across New York State—from Buffalo, on Lake Erie, to Troy, on the navigable Hudson River. For nearly a hundred years the old Erie Canal had been in use, but there had been a steady decrease during the past twenty years. In 1903 the people of the State voted to enlarge the canal, and since then they have paid bills amounting to \$150,000,000. State Engineer Frank M. Williams has been in charge of construction work.

The type of freight-carrying barge recommended is 150 feet long and 21 feet wide—operated in fleets of four, one being equipped with power. The carrying capacity of the fleet would be 2400 tons, equivalent to 120 freight cars. The time required for passage

along the 350 miles of canal from Buffalo to Troy, and down the Hudson River 150 miles to New York City, is five days. This compares favorably with the present freight service of the railroads.

The completion of this vast inland water system found business interests unprepared to make proper use of it. The State Superintendent of Public Works, Major-General Wötherspoon, urged that in the absence of private enterprise, and in view of the present transportation emergency, the federal Government should take action. On April 17 the Director-General of Railroads, Mr. McAdoo, announced that he had decided to construct and operate a line of barges as part of the general transportation system of the country. On May 21 the canal was opened to traffic, the facilities to improve rapidly.



*The Delta Dam, near Rome, N. Y., 100 Feet High, Creating an Artificial Lake of Five Square Miles to Supply Water for the Canal During the Dry Summer Months*





*One of Eight Suspended, Movable Dams Which Make the Mohawk River a Series of Lakes, at the Same Time Regulating the Level and Flow of Water*



*Two New Locks at Lockport, Near Buffalo, and the Five Which They Replace*



*Three Locks at Waterford, Connecting the Mohawk and Hudson Above Albany*



*A Typical Lock of the New Type, of Which There Are Thirty-six in All*

(The lock chambers are 300 feet long, and twenty-five feet wide. The lifting capacity varies from a few feet up to forty. This illustration shows one of the series of five at Waterford, which raise barges 169 feet from the level of the Hudson to that of the Mohawk—twice the lift of the lock system at Panama. Three of the old locks may be seen at the right of the picture. The electric lights render the canal system available for operation during twenty-four hours of the day. There are no tolls for service of any kind)

# THE GREAT PAUSE

THE MILITARY SITUATION ON BOTH SIDES, PENDING A THIRD  
GERMAN DRIVE

BY FRANK H. SIMONDS

## I. WHY THE GERMAN WAITED

AS it turned out, the last article written by me for this REVIEW dealt with what was practically a finished episode. By April 21 the larger phase of the German offensive had, temporarily at least, come to a dead halt. The capture of Kemmel, which I shall presently discuss, took place on April 26 and supplies the date when the German effort touched its high-water mark. But, roughly speaking, the bid for a decision, the supreme thrust, which opened on March 21 between the Scarpe and the Oise and was transferred to the Lys and the Yser with the attack of April 9, endured a month, and now, on May 21, we have come to the end of another month, which has been marked by local engagements, minor thrusts on either side, much artillery firing, but, in the main, little real fighting.

We all know, or should know, that this pause does not represent the abandonment of the German purpose or the close of the new Battle of the Nations, which the Germans, at its outset, christened "the Kaiser's Battle." Rather it represents that inevitable delay which modern war, with its enormous use of machinery, with its tremendous expenditure of ammunition, with its unprecedented consumption of human life, demands.

In their first attack, the Germans succeeded beyond all calculations of their enemies. They produced a dislocation of the British front in depth and in extent unequalled in the West since the Marne. They failed only after they had won their initial and considerable advantage, and they failed only in so far as they were unable to enforce the results of their original triumph. They could not separate the British from the French, they could not reach Amiens, and in the North they were unable to isolate the British and Belgians north of the Lys and thus open the road to Calais and the way to a new Sedan.

Failing to accomplish these things, the Germans abandoned the policy pursued by the British at the Somme in 1916 and in Flanders last year, the tactics employed by the German commanders at Verdun two years ago. What was before them on April 1 and thereafter on the Somme was a choice between two courses: first, an effort to pound their way forward against a concentrated and reinforced enemy, with good communications behind him; and second, a delay, during which they might reorganize their shattered divisions, bring forward fresh troops, restore communications, and then strike again in the grandest possible style.

The German chose the latter course. He now believes in buying outright—in paying the whole price in the first place. His Verdun method was to purchase on the installment plan, so far as casualties were concerned. This was the Allied policy at the Somme. Instead of this method, the German now prefers gathering up all his resources, striking with the utmost force, harvesting such results as he can from this stroke, and then preparing for still another similar stroke. In a word, the old Verdun method has been discarded for the new and colossal strategy, which envisages few blows but with every ounce of weight put into each of them.

And this, after all, is good Napoleonic strategy. Napoleon believed in risking all on the single stroke. His great battles were decisive victories, save for a few exceptions, because he put his whole strength in. This method risked ultimate ruin, if the supreme blow failed. When he put the Old Guard in and it failed at Waterloo, there was an end of the Empire. But Jena, Austerlitz, Wagram, Friedland, and all the brilliant battles of the earlier Italian campaigns, of which Marengo was the most famous, were blows struck to win a decision at the risk of suffering a complete disaster.

When armies are measured by the million,

when whole peoples are in arms and the battlefield reaches over provinces and nations, the decision does not come, as it did at Waterloo, in a few hours. Weeks and months may follow the delivery of the blow before the ultimate consequences are realized, as happened in 1915, after the great victory of the Dunajec. But all the great German victories of the war in the East have been victories which were decisive. Their results have endured, and in the end have given Germany that which she had sought to obtain by the blow she had prepared. The military strength of Russia, of Rumania, of Serbia was destroyed, and that of Italy gravely imperiled by the strategy which Germany is now employing in the West.

## II. WHAT IS TO COME?

We have, then, no excuse for illusions in the west and in the present campaign. For more than a month on the northern front, for six weeks in the south, the German has been reorganizing his divisions, bringing up fresh divisions, not yet employed (of which he has some sixty), sending others, which were roughly handled, to quiet sectors to re-fit. He has been moving his guns forward and accumulating ammunition. He has deliberately chosen to give his enemy time to reorganize and to construct new defenses, because he believes that he can profit by the delay and turn it to greater advantage than his opponent.

Some time in the next few days, probably before this article reaches the reader, the German will strike again with substantially as many divisions as he struck with on March 21 and the following days. First and last he put just short of one hundred divisions into the furnace on either side of the Somme. He later put nearly forty in on the Lys between Ypres and Béthune. He has in the west probably 200 divisions—perhaps 210—and it is calculated that he will be able to employ 220, before the campaign is over. But of these, at least twenty, and possibly thirty, will never be available for the hardest tasks.

With some fifty or sixty fresh divisions, with the least exhausted of the 140 divisions already used, the German is about to attack. He may attack before Amiens and between Amiens and Arras, as most observers believe, with the purpose to separate the British from the French by taking Amiens city and pushing westward to the estuary of the

Somme below Abbeville. He may strike between Ypres and Béthune, with the purpose to reach the Channel, compel the evacuation of the rest of Belgium, and enable his artillery, his new superguns, to sweep the Channel and bombard Dover. If he attacks in the south, his purpose will be to renew the attempt to reach the largest possible objective, a win-the-war victory. If he strikes in the north, it will be to attain results which will put him in a position to demand satisfactory peace terms in any negotiations that may follow the end of this campaign.

The crucial point is Amiens. If the German can advance through this town and a few miles to the west of it, communication between British and French armies will become difficult; and, before this advance is long pressed, the British may have to evacuate all the north of France and retire south of the Somme, giving up Calais, Boulogne, and Dunkirk. Or they may have to accept separation from the French with all the perils that such isolation may bring.

I emphasize this circumstance because it seems to me the one thing that all of us must watch in the next few weeks. The first day after he assumed supreme command Foch told us that Amiens was safe. Clemenceau has re-echoed his words. But, against this assurance stands the fact testified to by all commentators from the front, that the German has still held one hundred divisions, half of all the forces he has west of the Rhine, concentrated between Arras and Noyon in the rough angle of which Amiens is the apex. This means that the German still believes that he can achieve his larger purposes. This means that he still expects to get to Amiens, now nine miles ahead of him, to cut the railroad communications there and to push on toward the salt water. If he gets Amiens and does not get far beyond, he will still have to try a third attack, but a success now will be for him an invitation to make the third attempt.

Let us not be deceived by reports of huge German losses. Unquestionably the German has lost between 350,000 and 400,000 since he set out on the great adventure. But the British alone have lost more than 250,000 and the French hardly less than 75,000; and the British have lost large stores of munitions, hundreds of guns, and a wealth of material. Some British divisions have been practically annihilated; and it would, on the whole, be a mistake to say that the Ger-

man is worse off than his opponents, as a result of his great attack. He has lost many of his best troops, but so have the British. His reserves are still plentiful and he has sixty fresh divisions, while there is no reason to believe that the British have any appreciable number of divisions in reserve. Their reserves have been drawn in to replace the devastation wrought in the Fifth Army by its great defeat.

### III. ALLIED RESERVES

This brings me to a discussion of the whole question of Allied Reserves, which is the crucial point in the campaign. It is no longer debatable that the British Army was unexpectedly weak in numbers when Hindenburg attacked. Against the inevitable coming of German divisions from Russia, no adequate preparation had been made in the shape of new levies upon the British population. Last year British casualties were a million, the year before little less than 750,000. With the losses in recent weeks, the British "butcher's bill" since the Somme in July, 1916, approximates 2,000,000.

In addition, the British have many troops in Italy, Salonica, Mesopotamia, and Palestine. They have garrisons in Ireland, India, and Egypt. They have a certain number of divisions at home, as a guarantee against German invasion. And the British Army has never been as large as the French. Particularly costly was the Flanders campaign of last year, in which half a million casualties were the price paid for the taking of the hills about Ypres, which have been surrendered already in the opening days of the new struggle.

In the winter the British took over a sector of the French line north of the Oise, at the urgent request of the French. The result was the drawing in of most of the reserve divisions left to Haig. In addition, a certain number of divisions, not many, were turned over to Foch for the famous Army of Maneuver, of which we heard so many rumors a month ago. Accordingly Haig found himself with only local reserves when the Germans attacked his front, and with a line too long for the forces, of which he disposed, although this by no means explains adequately the disaster to Gough's army.

Following the first German successes, such British divisions as were available in Britain were hurried to the front; and unquestionably most of the British divisions held by Foch in his reserve were turned back to

Haig. By the time the battle had begun to die out, most, if not all, of the British Army available for the struggle had been engaged or was on the line. The reserves which were left were French, although to the French reserves were added whatever American troops were sufficiently trained for battle.

This French reserve, however, which was the sole considerable and trustworthy reserve of the Allies, was stationed not south of Amiens and covering Paris against a thrust down the Oise Valley, but south of Rheims, covering the capital from an attack coming through Rheims, for the French General Staff expected that the main thrust would come from this quarter.

This French reserve the Germans have placed as high as sixty divisions, which seems to me excessive. But bear in mind that since Verdun, that is, since June, 1916, the French have suffered little, except in their defeat at the Aisne last year, where their total loss did not exceed 150,000. Accordingly the French have been building up a great reserve, and, unlike the British, they have not a navy to man. We are bound to recognize, then, that practically the whole reserve of the Allies in France consisted of French divisions when the German offensive began, and consists of French troops still, save for such additions as American and Italian divisions have furnished in the past two months.

When Haig was attacked, the French reserves were unavailable at the moment—since they were east of the Oise River, between Paris and Rheims—and no more than three divisions of French got up in the most critical days. Later the reserves did come up, and when they arrived Foch announced that Amiens was safe. But about this time the Germans shifted their attack to the north, and once more the British had to carry on for some days, this time with troops who had in part fought at the Somme, a few days earlier. In the North the disaster was not due to the failure of British troops, but to the collapse of the two Portuguese divisions, who abandoned their lines and left a gap in the British front through which the Germans pushed forward.

The task of getting French reserves to the north was even more difficult than had been the task of getting them up to save Amiens; and in the grim days, during which the British held out, the peril was great, hence the outcry of General Maurice about the coming

of Blücher, which cost Maurice his post and later led to a field day in the House of Commons. The French finally arrived, too late to keep Kemmel, but in time to save the Ypres salient, temporarily, at least.

Now that Foch has come, British and French armies are being intermingled and the British will not have to bear so much of the burden. Yet it is inevitable that if the Germans keep on attacking between the sea and the Somme, the main weight will be thrown against British troops and the mission of the British troops will be to hold back the first flood and stem the wave until French reserves arrive, and the French, arriving, when both sides are weary, will seem to have saved their allies.

The fact is, of course, that each will be bearing his share of the burden in accordance with the orders of the commander-in-chief, a Frenchman. So far in the present struggle—although not in the whole war, of course—the great losses have been British and the burden of the fighting has been borne by our British ally. It is impossible to exaggerate the service of the French in the critical days; the rapidity of their movement and the skill with which, under Fayolle's command, they closed the fatal gap, are beyond praise; but we must see the thing as it is and render homage, too, to the men who did the major share of the fighting, not always successfully, but always with a courage and tenacity worthy of the race.

And we must put aside the cheerful notion of a vast Anglo-French-American-Italian army of maneuver which may intervene at any moment. There is nothing that approximates this host, which was marshalled so miraculously in the press in the crucial days of March. There is a force made up of at least forty French divisions and some American and Italian divisions, but it is a counterbalance to sixty or seventy fresh German divisions. An Allied counter-offensive now, one of the old-fashioned Napoleonic strokes, is utterly unlikely.

The simple truth is that the numbers on the field are about equal and the problem of Foch is to keep his reserve intact until the German reserve is exhausted. He must not permit his reserve to be used up first; this spells ruin. He must strive to spend it more sparingly than his foe and have something left at the end, but the army that is to deliver the decisive blow, the reserves which are to settle the contest, must be American, and they will not be ready for an offensive

this year. Foch's problem is to hold out with what he has this year, that we may be put in next.

#### IV. NO ILLUSIONS

It is wisest to face the facts. There is no reason to believe—and I have not the smallest belief—that the Germans can win this battle. And if they do not win it, they are gone. But they have not "shot their bolt." They have not abandoned their purpose in consequence of their great losses. They have probably been less immediately successful than they expected. This is true. But we, on the Allied side, have been far more nearly defeated than we dreamed of being.

And we are going to have another rude test. If the British were not fighting a scant thirty miles from the Channel, which is at their backs, if there were not that dangerous angle or dent in the front at Amiens, the whole campaign would be simple. There would be no chance of isolating one nation's troops from those of another, and under pressure the British and French could retire to new positions and exact a price for each foot thus sold.

But the British cannot retreat far without getting too near the sea for safety. Their bases and their communications will become first threatened, and then perhaps crippled, by bombardment at long range, if the Germans get forward much further. Dunkirk will be in utmost jeopardy if the Germans are able to capture the hills west of Kemmel, for which they have already made several bids. Havre will be of far less use to the British, if the Germans get Amiens, and thus cut the main railroads coming up from the Seine Valley.

When Sir Douglas Haig declared that the British were fighting with their backs to the wall, as he did at the crisis of the Battle of the Lys, last month, he told the truth literally. The one considerable chance of German success arises from this fact, not from the weakness of the British Army and not even from the relative strength of the Allied and German forces. Thus if in the next few weeks we should see the German Army creeping forward toward Calais or Abbeville, as it may, although I do not expect it, we must perceive at once what the significance and the peril of this advance is. If the advance is by way of Amiens, its importance is capital; if toward Calais, it is



considerable. But it points to a German purpose to get new prizes to bargain with, rather than one to smash the whole British Army, which was his original intention.

Let us frankly face the fact that for many weeks we shall have to consider possibilities which are far from pleasant. The Allied problem, now, is to avoid destructive defeat in the months of this year. During this time the Germans will have numbers practically equal to their opponents, possibly slightly larger,—that is, during the time when no considerable fraction of the American troops now swarming over the seas can be used in the first line, save in grave crises.

If Foch holds the Germans this year, he will accomplish a result as magnificent as that of Pétain, who held the Germans before Verdun until the British were ready. To do it he ran risks, his army was cramped, with the Meuse close behind it as the British Army is now cramped with the Channel at its back. But he kept the foe in play, sold his scanty real estate at high prices only after long bargaining. And, when the British were ready and had struck at the Somme, he bought it all back for a mere song.

I think it is a mistake to expect some sudden turn of the tide, some brilliant counter-offensive by a great Allied Army of Maneuver. My army friends tell me that this will not occur, and that it is an error to keep alive the illusion, which will only increase the disappointment, if things become critical again, as they well may. The battle which is soon to begin is a battle in which the opposing strategies are patent. Foch seeks to hold on with no grave disaster until the campaign of 1918 is over. For the campaign of 1919 he will have a million Americans. Hindenburg seeks a decisive victory in advance of the American intervention. That is, he hopes and means to make the campaign of 1918 the last of this colossal conflict.

These are the two purposes which we are to keep in mind in the next five months, which is the period in which the issue must be decided. In that time we shall have, not merely one more German blow, but in all human probability several. The next will probably be greater than any that follow, although less terrible than the first. But as the armies that strike are weaker, so are those that parry. Now, as always, the game of attrition is a two-sided game, although British and French troops split the Allied

losses and the German bears his alone. He will be worse off in the end, but the end is not yet in sight.

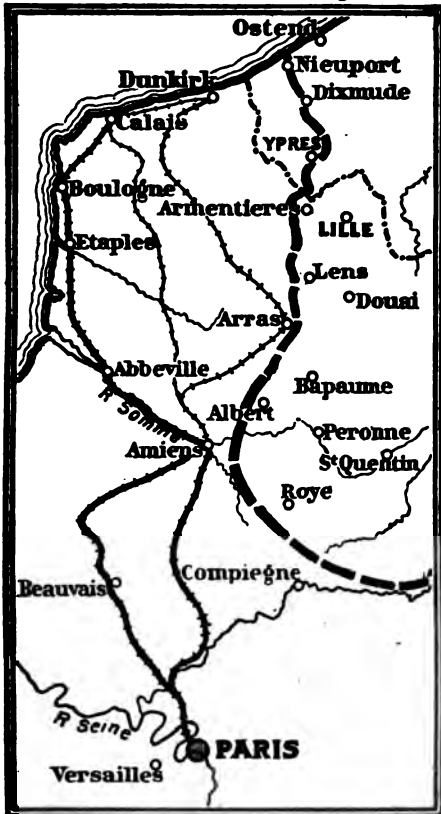
## V. AMERICA EMBARKS

In the past month we have had much official information as to American participation in the war. We know that the rate of sending men has been greatly quickened, and that half a million Americans, by no means all of them fighting troops, have reached France. We are told this number will be increased to a million by the end of the year, which is possible. We hear rumors that it will reach 1,500,000 by spring, which is unlikely.

It is also true that our Allies have suddenly waked up to the fact that their chief necessity is manpower, and that tardily they have called upon us to furnish the numbers. We have responded without hesitation and in a manner which will never be forgotten by any of our Allies. There has never been anything more splendidly unselfish than American policy in this great crisis. We have turned our soldiers over to our Allies to be commanded by their officers and brigaded with their regiments. We have dropped all else to give our hard-pressed comrades that which they have asked for, as we strove to give them food and ships, when they asked for these.

If we had a million American troops, fit for the firing line, in France now, the German offensive would stop automatically. It is because our Allies underestimated their task, failing to see how fatal was the defection of Russia, that the present terrible summer opens before us. But it is the last summer of peril. There is this reassurance; and already American troops are in line in Picardy. There is an American sector—two of them—in Lorraine; and still another American force—a portion of it hailed in its march through London—has reached the training area behind the British front.

Our casualty lists are beginning to indicate that the sad business has begun in earnest. In a very real sense America is arriving, and there is no longer any mistaking the fact that had we failed to take the place of Russia, had we failed to undertake to replace the Slav, our present Allies would have lost the war. They can only win it now as our efforts are constant and unflinching. Optimism which aids the slacker and invites the worker to pause may yet



WHERE THE TEUTONS ARE FACING THE ALLIES

prevent our aid from being decisive. But nothing can prevent it, if we all recognize the situation as it is. The last reserves of the British are well-nigh in; the last reserves of France are going in. We can do little now, when the decisive conflict is about to break out again. But if we get our men over there in sufficient numbers, armed and equipped, when the reserves of our Allies and of our enemies are exhausted, we shall be ready to replace French and British divisions with our own. Their mission is to hold until we can come, ours to come as quickly as possible.

There are many reports now of German purpose to use Russian manpower. I do not believe much will come of it. Austria was not able to make any great profit out of the use of unwilling Czechs or disloyal Serbs. The resources of Germany in manpower will remain mainly, almost exclusively, Germans. She may turn to great advantage the economic resources of the lands she has overrun and now rules under one pretext or another. But that these races, which she has conquered, will fight for her

in the west seems to me unlikely. In fact, she has so far failed to get Austrian, Turkish, or Bulgarian troops to aid in her attack, and these peoples are her allies, not conquered and enslaved races.

Napoleon used men of many races in his armies; but as his use of alien peoples increased, his army lost its old efficiency. His campaign on the Marne, in 1814, the last save for the Waterloo episode, was as brilliant as any achievement in Italy fifteen years before, because once more he commanded only French troops. But at Leipzig and before, the weakness of his foreign contingents was a matter of bitter comment and recrimination.

As long as the German can match division against division with his opponents, he will be a dangerous foe, provided his divisions are German. He will be able to do this to the end of the present campaign, in all human probability; and it is a mistake to look for a miracle where none is likely. But if he cannot emerge a conqueror from this campaign, his game is up. That is the real solid basis for optimism, if we have any time left from work in which to indulge in optimism.

## VI. BEFORE AMIENS

It remains now briefly to discuss the military operations of the month. These naturally divide themselves into operations in the Picardy sector in the south and in the Flanders sector to the north. In Picardy there has been no considerable change in the situation. From the Oise below Noyon to the Avre below Montdidier the lines stand as they stood in the first days of April, when the German rush was halted. On this front the French hold much of the ground on which they stood for nearly three years, prior to the great German retreat of last year. On the whole, their situation is a little more favorable than in the past, as they hold certain important high ground which was in German hands before. But this sector has never been active since the first days of April, and there is no present hint that the Germans mean to strike for Paris by way of Compiègne and Beauvais. It is worth noting that American troops are engaged somewhere in this region and covering the Beauvais road, although in what numbers we do not, of course, know.

From Montdidier north to the point where the line crosses the Avre, a front on

which the French positions follow the high ground above the Avre, the plateau separating the little Avre from the smaller Noye, along whose valley runs the main Paris-Amiens railway, the French have undertaken a few local operations and gained a little ground, useful for the future but without major importance. But between the Avre and the Somme, in the triangle which points toward Amiens, the Germans made at least one desperate local attack, which temporarily gave them Villers-Brettonneux, the only considerable town between them and Amiens. The high ground surrounding the town was fought for in 1870, and when the Germans took it Amiens fell; but history did not repeat itself. For the British promptly retook the ruins of the town, and the important high ground about it, and have so far held it since.

South of this town and nearer the Avre, along the valley of the Luce Brook, the Germans gained and held the ruins of the town of Hangard, but were not able to move forward further. These two attempts were not of real importance, they were efforts of the Germans to edge a little nearer Amiens, and perhaps to get their guns into a better position for bombarding the town, which is slowly being destroyed as was Rheims. Its cathedral, hardly less cherished by those who love beautiful architecture, has become, like that of Rheims, the target for Hun shells. The communications, the railroad lines centering in the city, must have been crippled, if not cut by shell fire. But this is the extent of the activities of the month south of the Somme.

North of the Somme and along the Ancre, the vital sector between Albert and Arras has been little disturbed. The British holding the high ground above the Somme and along the Ancre Brook have had time to strengthen their defenses on this front, which in the minds of many military men is to be the scene of the next German attack. Here the British positions should be very strong now, and, in the main, they follow the old line, from which the British attacked in the opening phase of the Battle of the Somme in July, 1916.

It will be seen by a glance at the map that a successful thrust through the British lines between Arras and Amiens, with Doullens as the objective, would make the whole Arras salient untenable. It would cut the railroad from Amiens north to Arras and to Béthune; *via* St. Pol, it would, if pushed

far enough home, isolate the British troops southward of the break from those to the north. Practically, it would amount to isolating the main British armies from the main French forces and from the Foch reserves. If the German means to resume his effort to get to and beyond Amiens, his probable strategy will envisage two attacks, one south of the Somme and between that river and Montdidier, the other to the north of the Somme and between Albert and Arras. These two thrusts would tend to draw a noose around Amiens, and threaten the troops in and about it with envelopment and thus compel their retirement with obvious consequences.

Speculation is idle; but this sector between the Somme and the Scarpe is worth watching in the next few weeks, with the realization that any German break-through will have grave consequences. But in the past month the Germans have attempted nothing here.

## VII. ABOUT YPRES

To the northward the Germans have made no progress and little effort on the Béthune-Givinchy side of the Flanders salient. Nor have they sought to push the salient forward toward Hazebrouck, at the extreme point of penetration in their battle of April 9 and the succeeding days. On the contrary, they have remained relatively quiescent and confined their whole attention to the north side of this salient.

As a result of their attacks here, north of Bailleul and Armentières, the Germans, on April 26, took from the French and thereafter held the high ground marked on the map as Mt. Kemmel and constituting the most important and commanding high ground in the whole Flanders region. The fall of Kemmel was the severest blow to the Allies of the entire northern struggle. The loss of the Messines-Wytschaete Ridge was a bad business, and it paved the way to the fall of Kemmel; but the British had held Ypres for more than two years, while the Ridge was in German hands—a feat which would have been impossible had Kemmel been captured by the Kaiser in 1914.

With Kemmel and Messines in their hands, the Germans sweep all the rear of the British in the Ypres salient. If they can move west from Kemmel and take the adjoining high ground, of which Mont des Cats is the culminating point and Scherpen-

berg the best-known summit, then there is an end to the Ypres salient. The British would have to retire out of Ypres and probably back to lines in front of Cassel, while the Belgians would have to quit their own country and stand behind the little Aa River, although they might make a temporary stand before Dunkirk, and in the marshy country about this famous old fortified city.

If the Germans take the high ground that is left to the French and British, we may see a very considerable dislocation of the Allied line in the North. Such a dislocation would not merely entail the eventual loss of Dunkirk, but would bring Calais under the fire of German long-range artillery, and thus interfere with its use as a British base.

While the Germans were attacking Kemmel from the south and east, they made a sudden attack upon the Belgians at the north and almost at the point of intersection of the British and Belgian lines below Ypres and about Boesinghe. Their effort was to pinch the British out of Ypres and uncover the flank of the Belgians, to drive a wedge into the north side of the Ypres salient as they were driving another wedge into the south side, thus narrowing the neck of the salient.

Thanks to Belgian resistance—and this is the first time the Belgians have been called upon for a real effort in many months—the German thrust, made by four divisions, was parried and thrown back with great loss. Unhappily, the same was not true at Kemmel, and the German success there was considerable, despite the gallantry and devotion of French defense. At least one French regiment died on the field rather than retire.

If the German hereafter decides to strike in the North, it seems inevitable that his attack will be on the front between Bailleul and the ever-famous Menin Road, leading southeastward out of Ypres. He has already made heavy local attacks on the northern end of this line, which were repulsed after desperate fighting. As I said last month, the surrender of Ypres, now, would not have anything like the meaning it would have had three years and a half ago. The British have many "switch lines" behind it, and since the northern offensive opened have had plenty of time to prepare for a withdrawal, thus insuring that there will be no great loss of heavy guns or of material. But Ypres has been transformed into an underground fortress; it is enormously strong as a position, and to lose it would be to lose a position having a limited but real military im-

portance and having a sentimental and moral value beyond estimate for the British and for the Germans.

Aside from the loss of Kemmel, the Allies hold the northern sector about as they held it at the close of last month. On the whole the Germans have been more fortunate in the North than in the South in the progress made, regard being had to the future use of ground gained for a new offensive. Their chances of getting Ypres and even Hazebrouck are at least better than their chance of getting Doullens and Amiens. But the loss of both Ypres and Hazebrouck could have no such grave consequences as the loss of Amiens and Doullens, because the success at the North would not threaten the union between British and French armies, while an equal southern success would.

It is plain, then, that we are on the eve of one more terrific struggle; but for this struggle the Allies are better prepared than they were for the first. Former miscalculations will not be repeated and unity of command insures the prompt and effective reinforcement of any threatened point by a commander-in-chief, who sees the whole field and measures the importance of each sector.

After a month of rest and refitting, with 200 divisions in his hands on the West front, Hindenburg can strike again, where and when he chooses. Progress such as he made at St. Quentin and along the Somme two months ago, will carry him to the coast and give him Amiens, Doullens, and Abbeville. Progress such as he made about Armentières will give him Amiens and prepare the way for a third stroke, which might isolate the British armies.

It is barely possible that the German will now turn south and make his long-threatened blow against Rheims, which the French expected in March. If he does, we may see things reversed and British divisions going to the aid of French. But such a change of direction is unlikely. The German is out to destroy British military power. He is seeking to drive Haig into the sea. If the British Army escapes him and the French bear the burden of the next attack, his ultimate position with respect to the British will be worse than at the outset, and he regards the British as his principal enemy.

On the eve of a supreme battle, however, all prophecy is not only idle but likely soon to seem foolish. We have every reason for confidence and none for overconfidence. The fate of civilization is again at stake.

# COLONEL RAYNAL C. BOLLING



COLONEL R. C. BOLLING

**A**T the moment when the fact of war and the reality of the sacrifice it imposes are being brought home to thousands and hundreds of thousands of American families, the very equality of the suffering tends to impose silence upon those who would pay tribute to the character and to the service of the first among our troops to fall. Yet now, as always, in democracies, the first tribute laid upon us is being paid in the lives of the best and the most useful of our citizens. The men whom we could least spare, and there are none we would willingly spare, are the men who are giving their lives to stem the fury of the German onset, while we are still unready for our task.

It is this thought which must be in the mind of all who knew Colonel Raynal C. Bolling, dead to the enemy in the early days of the great German offensive in March. Among all the Americans who felt and foresaw the coming of this war to our own country, none with clearer vision or more instant response set himself to the task, alike of preparing himself and of striving to persuade his fellow-countrymen to prepare themselves. He chose for his work the aviation branch and for the three years, while the war was still remote and meaningless to millions of people on this side of the Atlantic, he devoted his life to study and to practical training in flying.

When at last the war came, no American of his age counted greater material success or was richer in the things men sacrifice for an idea, than Colonel Bolling. General solicitor for the United States Steel Corporation, respected and honored in the legal profession for his attainments and his promise, recognized as one whose influence and power for usefulness in the future was to be great, happy in a home which gave him all that a man can hope to receive on this side of his life, Colonel Bolling laid aside all of these things to respond to the call of his country, not only willingly, but unlike most Americans, already prepared to do something, already trained for practical service.

For those who knew him and loved him the tragedy of his death, a death which all who knew his daring spirit, the unfailing response it made to every challenge of danger and difficulty foresaw, does not lie in the fact that he met the death he expected and they expected for him. Rather it is found in the realization that a man who might have done so much more in aiding his country and his countrymen to prepare for the real struggle, whose services were so essential, whose loss was so irreparable on the practical side has been lost to us at this grave hour.

Colonel Bolling did not die before he had done much which will count in the future and will be a portion of the history of American organization for the conflict. Self-trained, he possessed at the outset of our



phase of the war a knowledge and an experience which were hardly equaled by those of any other American. He had practised and he had also preached. His unsigned articles written for a New York newspaper pointed the way and as early as 1916 he had organized and commanded the first reserve aviation squadron.

When war came Colonel Bolling was sent to France with the mission to study the production of aircraft. His superior officers, who realized the value of his services, sought at once to preserve those services by preventing him from risking them in the more brilliant, but for his country less useful, task of flying. But who could persuade him not to share the risks which others in his service had to face?

Of the achievement of Colonel Bolling on the material side, of his contribution to the great task we have many evidences. After his first report, General Pershing promptly assigned him to permanent service in France as Aeronautical Officer. One of his fellow-officers has written: "Colonel Bolling performed a task over here in getting things started that was so well done, so completely carried out that the foundations of the American Air Service in France are to-day the strongest part of the whole structure of the American Expeditionary Army." "Bolling did more for the air service than any other living man," writes Paul D. Cravath from England. "Bolling is our best," was Lord Northcliffe's estimate.

Less than nine months separate the arrival of Bolling in France from his death. In that time he had organized our air service, he had made aeroplane trips over the Alps to Italy, he had insisted upon continuing to work in the air as well as on the ground. Only a few weeks before he was killed the failure of his aeroplane had brought him near to death, not because he could not have avoided danger himself, but because he chose characteristically to make a perilous landing to avoid injury to a group of watchers. His last duty was an assignment to join the Royal British Flying Corps for a brief intensive study of actual air combat. In obeying this order he encountered the onward rush of the Germans in the last days of March, and, shot through the heart, he lies in a grave dug by the enemy and to-day many miles within their lines.

Before me now is a letter from Colonel Bolling, written in late September; its message is alike an expression of the man and an epitome of the conditions to be faced. He wrote:

This war is not won yet, neither is its winning a foregone conclusion, or any reasonable certainty. The United States can bring the decision if it will act with vigor and determination and resourcefulness of which its people are individually capable, but there is not an hour to be lost and indecision or muddling may be fatal.

Colonel Bolling lived long enough to see his country awakening to the warnings he had given. He lived long enough to contribute greatly to the preparation for the great task. He died as he would have chosen to die, but for all who knew his ability the supreme regret is that he was taken from the task while there remained unfinished so much which he was the one man immediately and superbly qualified to do.

Few men have ever had more loyal or more devoted friends than Colonel Bolling, but for all of these the news of his death brought a sense of the public loss far keener than that of any personal grief. Those who loved him most realized that the greatest loss was to his country.

FRANK H. SIMONDS.



CAPTAIN JAMES ELY MILLER  
(Associated with Colonel Bolling; see page 603)

# AMERICA'S YOUNG FLYING MEN

AMERICANS were helping to make the history of the world war long before America was in it. Gallant youth from our universities eagerly sought opportunities for service under the flags of the Allies. Soon their daring deeds, especially in aviation, won recognition in France and set an inspiring example to their own countrymen. In what they did and tried to do there was revealed the American spirit of adventure—daredeviltry, if you will—and something more; for it was a fine idealism, suggested rather than expressed in their letters, that impelled these men to give their all to a cause that had not yet gained the support of their own country.

The fact that this idealism was seen and understood by thousands of American youth at home had much to do with the crystallization of sentiment which at last compelled our entry into the war as a united nation.

The early American volunteers in the French aviation service began within a few months to pay the price exacted from their French and British colleagues—all the more lamentable, it seemed to those at home, because the young American aviators were relatively so few and so highly esteemed. In 1916, that brilliant Harvard trio—Victor Chapman, Norman Prince, and Kiffen Rockwell—were killed in action after having brought down many a German machine.

Each of these men had received exceptional honors and decorations from the French Government. The famous Lafayette Flying Squadron, to which they belonged, remained many months after they had gone to their deaths, a French unit, but in April, 1917, after America's declaration of war, Edmond Genet, descendant of the first French Minister to the United States, was

brought down while flying the Stars and Stripes—the first instance of the kind in the history of the war. Young Genet's letters to his family, published since his death in *Scribner's Magazine*, reveal a lovable personality. Before entering the air service he had been a member of the French Foreign Legion. He was an American by birth, but in accordance with his expressed wish, the flags of France and the United States were placed together upon his grave, to show, as he said, "that I died for both countries."

Near the close of 1917 came the sad news of the death of Stuart Walcott, who had left Princeton in his Senior year to go into training as an aviator. He had offered his services to the French Army for the sake of getting more rapid training, and at the time of his fatal air battle he was in the service of France and had already been awarded the much-coveted War Cross with palm, although he had only been flying about six months. Had he lived, he would soon have been transferred to the American service.

By his death a most promising career was cut off. He was the son of Dr. Charles D. Walcott, secretary of the Smithsonian Institution at Washington.

Last month the cable told us of the fall, within the German lines, of Captain J. Norman Hall, one of the bravest and most skilful of all the Allied airmen. Since the war began Captain Hall has won honors in literature as well as in battle. He is the author of "Kitchener's Mob," in which he relates his early experiences with the British troops, and of a series of articles in the *Atlantic Monthly*. A graduate of Grinnell College, Iowa, Hall was one of the first of the Western college men to attain distinction in the aviation service. As a beginner he was



EDMOND GENET

(First aviator to be killed while flying the Stars and Stripes; cited by France—after his death—for courage)

shot down by the Germans, receiving a bullet in one lung, but he recovered quickly and soon earned a reputation as one of the best among the American fliers. His friends refused to believe that he had been killed and within a fortnight he was reported wounded and a prisoner in a German hospital.

On May 19 the Lafayette Squadron was called upon to mourn the loss of its gallant leader, Major Raoul Lufbery, greatest of the American "aces," who had an official record of seventeen wrecked German airplanes to his credit, not to speak of unrecorded instances of valor in combat. The son of an American father and a French mother, Lufbery was probably as close an approach to the typical "soldier of fortune" as any member of the American unit. He rose from obscurity and won his medals by sheer unaided pluck and devotion to his job. In courage and dash he set a worthy example to the younger American aviators who followed him to France.

Major Lufbery's final adventure was a forlorn hope—an attack on a German "flying tank," or heavily armored biplane, which had already repelled five American planes. The odds, of course, were against him from the outset. It was physical might that overpowered him—not human bravery or strategy.

In the article preceding this, Mr. Simonds appraises the services of Colonel Bolling, a successful New York business man, who "went in" for aviation and who practically organized the American air service.

A splendid young New Yorker, who had been associated with Colonel Bolling in forming the Plattsburg unit and later in organizing the First Reserve Aviation

Captain Miller dropped everything in the midst of a magnificently promising career, and went to France in active service as an aviator. Captain Miller was a Yale man of the class of 1904, of tremendous physique, a star football player and oarsman. He was one of the country's rising young bankers, a vice-president of the Columbia Trust

Company—one of the marked men in the younger generation of American financiers.

Captain Miller had, with the help of his early training with Colonel Bolling in the operation of airplanes, progressed rapidly through the training stages for final combat work and met his death in a fierce contest with enemy planes. Out on patrol with two other Allied machines, his little squadron was attacked by enemy planes and, through accidents to his comrades, Captain Miller was left alone in the unequal fight. He continued it

most gallantly until a German shot found its mark.

The history of the war will have few brighter pages than those which record the glorious deeds of the Lafayette Squadron. There are great hopes for the future, but "the past, at least, is secure."

While we pay this tribute to the dauntless young Americans who have "paid the last full measure of devotion" to a noble cause, let us not for a moment forget that other unnumbered group of American youth—heroes all—whose lives have been snuffed out by accidents in the less spectacular, but wholly necessary work of experimentation, some in America and England, others in France, behind the lines. These, too, have given their all to their country.

W. B. SHAW.



MAJOR RAOUL LUFBERY



CAPTAIN JAMES NORMAN HALL



STUART WALCOTT IN HIS AIRPLANE

Squadron, was Captain James Ely Miller. Like Bolling, too, when we went to war

# MAGYARS AND JUGOSLAVS

THE CONTEST FOR THE CONTROL OF A NEW STATE

BY DONALD PAIGE FRARY

AT the very roots of the present war is the question of the South Slavs. The treatment of the South Slavs in the Dual Monarchy has made their land the Alsace-Lorraine of southeastern Europe. The narrow tyranny of an unrepresentative Magyar ruling caste is chiefly responsible for poisoning the relation of Austria with Italy, Russia and Turkey, and for keeping the Balkans perpetually embroiled. Unless the national rights of the Jugoslavs are now recognized, the present conflict will be only a bloody episode, and the series of international crises begun in 1878 will continue little changed.

## *Cleavage of Ideals*

A problem which involves the prosperity and political rights of the ten million South Slavs of the Balkans and Austria-Hungary cannot be simple. Not only are the Slovenes, Serbs, and Croats of Hungary, Croatia, Slavonia, Carniola, Dalmatia, and Bosnia-Herzegovina, an unassimilated *tertium quid* in the Dual Monarchy; wide differences separate them from one another and from the Slavs of Serbia and Montenegro.

The Jugoslavic race is itself a dual one. The two branches foster a Pan-Croat as well as a Pan-Serb ideal. Almost without exception every Serb is orthodox Greek and every Croat is Roman Catholic, and in this diversity lies the cause of long and fatal dissension. Despite these differences there has been since the Renaissance of Serbia, about 1903, a movement toward South Slavic unity under the leadership of Serbia, culminating in the Declaration of Corfu. Such a union would, if the breach between Bulgaria and Serbia could be healed, embrace the whole Balkan peninsula between South Carinthia and Central Thrace.

## *Serbia as Yugoslav Leader*

There are two ways in which political unity might be achieved: outside of the Dual Monarchy, or within it and under its guidance. While the former might have been possible before the war, there are to-day very

grave difficulties in its path. Since 1878, the Jugoslavs have always been able to count upon Russian patronage. But with the Revolution of 1917, Russia definitely ceased to be a foster mother to the Panslavic state.

The natural leader of the movement before the war was Serbia. The logical necessities of her "Drang nach Westen" against Hapsburg opposition led to the assertion of her hegemony over ten million South Slavs, three million of whom were landlocked in the kingdoms of Serbia and Montenegro, while the rest were in economic bondage to Austria-Hungary.

Austria played into Serbia's hands by shortsighted maltreatment of her own Slavs, and at the same time contemptuously notified Serbia, by the construction of a phantom Albanian state, that Serbia could expand only by forcible union with the Serbo-Croats. Vienna was largely to blame for the recrudescence of national spirit which at once burst out in Croatia and Dalmatia, and made it advisable in 1912 to abolish the Croatian constitution.

But to cite Austria-Hungary's past blunders is not conclusive evidence that the creation of a Jugoslavic state under Serbian control is either the most practical or the most desirable solution of the problem. The Allies now hold about one-twentieth of Serbia. To propose to reintegrate the kingdom, and to annex to it roughly one-sixth of Austria-Hungary, would unite the Austro-Germans and the Magyars in a fight to their last kroner. With Russia *hors de combat*, and Italy fighting on her own soil, the only levers have been lost by which the Allies could bring sufficient military pressure to bear to enforce such a scheme.

## *The Real Problem: Slavic Unity Within Austria-Hungary*

Even if it were practical, the Serbian solution might not be the most desirable one. It is as essentially Chauvinist as the Pan-

Magyar ideal. Until the galvanic shock of the annexation of Bosnia Herzegovina in 1908, there was little to differentiate the political rottenness of Belgrade from that of Budapest; nor has Serbia shown the ability to run a state, even of pure Serbs, with enough moderation to keep it from fatal internecine strife and a ruinous debt. With 83 per cent. of her people unable to read or write, Serbia can hardly cry out at the Magyarization of schools in Croatia-Slavonia, over half of whose people are literate.

It must be remembered, too, that the Croats and Slovenes in the Dual Monarchy number 4,950,000, against 2,100,000 Serbs, and that a large part of them are loyal to the Emperor. The president of the Croatian party in the Diet of Bosnia said before the war: "We can no longer submit to the fact that we seven million of Southern Slavs within the Austro-Hungarian monarchy . . . should enjoy no independence. We demand existence under the Hapsburg sceptre as an independent state. I am even of the opinion that the Trialistic state idea might lead the Serbians to gravitate towards solidarity with us under the crown of the Hapsburgs."

There is, then, the problem of Slavic unity within the present monarchy. If the solution had depended upon Austria alone, it might have been achieved some time ago. In such regions as Bukowina and Eastern Galicia she has shown an intelligent broad-mindedness. She has done this, to be sure, under the threat of Russian permeation; but that threat is no more perilous than the South Slav situation.

#### *Present System of Racial Representation*

In 1907, Austria took a long step toward racial equality by the grant of universal suffrage to its subject peoples. Every male citizen over twenty-four can vote by secret ballot, even though unable to read or write. The Czecho-Slovaks do not complain so much on their own score—since they are allotted the full number of deputies to which they are entitled—but because the Germans, with 35 per cent. of the population, kept 45 per cent. of the seats, some of which might have been distributed among the Rumanians, Ruthenians, and other races.

Indisputably Austria's system of national checks and balances has for the past fifteen years been leading toward federalism under the Hapsburgs. In his throne speech the Emperor Charles forecast the same policy:

A happy development of our constitutional life is not possible . . . without an expansion of the constitution itself and of the administrative foundations of our entire public life—not alone within the monarchy as a whole, but also especially in the separate kingdoms and lands.

#### *Magyar Misrule*

In the way of any rational treatment of the Jugoslavs has stood the Magyar oligarchy, which threatens disruption at the suggestion of altering the Dual System of the Ausgleich of 1867, or of liberating the Serbs and Croats. The bulk of the Magyar people is not to blame; for it has as little voice in the Hungarian government as have the Slavs. Croatia-Slavonia's economic development has been strangled for the benefit of the great Magyar proprietors who fear competition in the Austrian market; and of the Jews who monopolize the provinces' financial system. Croatia has but two main lines of railroad, both leading to Budapest, and on these the service is abominable. Her connections with her Austrian customers are intentionally crippled. Dalmatia is for the large part without any railroad at all, and is in a primitive condition of stagnation. A monstrous tariff system deflects the produce and the lumber of Croatia from the markets and mills not only of Austria but of Croatia itself.

Not content with riveting economic fetters on the Jugoslavs, the Magyar oligarchy has for forty years attempted wholesale Magyarization. The absurd enforced use of the Magyar language has impaired the efficiency of the army and the railways. Schoolboys have been sent to jail for speaking Slovak conspicuously in public. Nurses are imprisoned for displaying the Rumanian colors on their infant charges. The schools and press have been terrorized, and such harmless societies as choral unions and temperance associations among the Slovaks have been suppressed because they were "dangerous" nationally. The Slovaks are not allowed a single secondary school employing their own language. In thirty years their primary schools have been reduced by more than three-fourths.

#### *Electoral Abuses*

Most characteristic of all the instruments of Magyarization has been the electoral system, which has alone made possible the legalization of such tyranny. By it 10,050,000 Magyars were able to control 406 of the 413 seats in the election of 1910, while 10,830,000 non-Magyars got seven deputies,



in addition to the forty whom the Croatian Diet sends to Budapest. Nominally liberal, the Hungarian franchise is one of the most restricted in Europe. All males of twenty years may vote, if they fulfil one of the numerous qualifications on taxes, property, education, or profession. Members of the Hungarian Academy of Sciences, or of the learned professions, graduates of agricultural schools, engineers, druggists, and the clergy possess the ballot virtually without restriction; while men in active military service, members of the bureaucracy and police, servants, and farm laborers are disfranchised.

At the same time the vote is primarily in the hands, not of the intelligentsia, but of the great landowners. Enormous duties on wheat and absolute prohibition of cattle importation into the Empire, assure the great landowners of Hungary an outlet on the Austrian market, without benefiting the small farmers—85 per cent. of whom consume what they produce. Half the landowners of Hungary possess less than five acres each, and 99 per cent. own less than a hundred acres. A high income qualification thus disfranchises the bulk of the lower class, whether agricultural or urban. Less than a twentieth of the working classes and less than a sixth of the small merchants can vote.

The system which fails to represent the Magyars themselves reduces the other nationalities to helotry. Electoral geometry reaches its acme in Hungary. Along racial frontiers the electoral districts are made long and serpentine, so that in some the one polling booth is sixty miles from the opposite boundary. The polling place is situated in the farthest corner, and off the main railway line. There are cases where an elector must leave home the day before election in order to cast his vote in time.

"Rotten boroughs" are numerous. Hungary has three districts with less than 200 voters, and seventy-seven with less than 1500. In 1901, 125 deputies were elected to the Diet with less than 100 votes each, and 90 per cent. of the deputies polled less than 1500 votes apiece. In a country of poor peasants, the elections have gravitated into the hands of 18,000 squires who own half the arable land of Hungary.

#### *Carrying Elections by Fraud and Force*

To make its domination absolutely impregnable, the official class has employed terrorization and corruption to an unparalleled degree. Opposition voters are commonly dis-

qualified by ignoring their applications or by entering their names wrongly. At the polls a non-Magyar is set aside if he makes a slip in his answers by which he can be accused of not knowing Magyar. The Magyar form of giving a name is the reverse of the Slovak or Croatian, and if the elector votes for John Smith instead of Smith John, he is promptly ejected. The oral vote gives endless chances for confusion or undue pressure. As all the proceedings are reported in Magyar, detection is difficult.

At close elections, the Magyars act more vigorously to nullify the non-Magyar vote. Bridges are broken down or declared unsafe; all the horses in outlying villages are kept under quarantine by the veterinary until the day after election. Crowds of ignorant Rumanian or Croatian voters are beguiled by sham voting booths, and find out their mistake only after the Magyars have voted and the polls have closed; or they are kept standing outside in the rain for hours to make them go home without voting.

To control the election of 1910, between twenty and thirty million crowns were spent, four and a half of which were taken from the public treasury. Two army corps were mobilized and transported to Austrian garrisons to deprive them of their votes. At the same time, the Junkers import troops to coerce voters so freely that at one election thirty-two men were killed and seventy wounded.

The result of forty years of attempted Magyarization by force has been to throw the South Slavs into the arms of Austria's enemies. The policy has brought the dual system to bankruptcy. Is there still hope for Slavic unity within the Hapsburg monarchy?

Within the last ten months there have been many signs that the war is accelerating rather than impeding a peaceful solution. The Archduke Ferdinand was an avowed Trialist (an advocate of equality for Germans, Magyars, and Slavs) and in the guarded language of a throne address the Emperor Charles has declared for the same policy. At present, as before the war, the creation of a Slavic state is favored in high circles at Vienna; by the Christian Socialists, in order to destroy the Semite-Magyar oligarchy in Hungary; by the Czechs, as a step in their own struggle toward federalism; and by the ruling German class, because it would purge the Reichsrat of a large share of its Slavic deputies.

The attitude of Austria would matter little, however, had not the war broken down the Magyar obstructionism which for fifty years has prevented a sensible overhauling of the South Slav problem. A recrudescence of the Liberal movement in wartime unseated the most violent of the Junkers, Count Tisza, whose reactionary ministry fell last May. The present Premier is Dr. Alexander Wekerle, a far-sighted and moderate Liberal.

#### *Provisions of the Hungarian Reform Bill*

With the support of the Emperor and the assistance of his Minister of Justice, Vazsonyi (a favorite of the working classes), Wekerle introduced in the Hungarian Diet on December 21 the electoral reform bill against which the Magyars have fought for so long. With Tisza eliminated, the leading statesmen outside the ministry are Karolyi, Apponyi, and Andrassy, of whom Karolyi is the most liberal. The last two are reported to have joined the Government Party, which they had opposed until February; while Karolyi, though in opposition on other points, supports the Reform Bill.

The Electoral Reform Bill of 1918 gives the right to vote to every male Hungarian above twenty-four, who satisfies one of the following alternative qualifications: service for two years in the war; the rank of non-commissioned officer, regardless of length of service; completion of a primary school education; payment of an annual tax of ten kroners (two dollars); pursuit of a licensed trade or profession; permanent employment in an industrial or agricultural establishment; or the possession of the franchise under the old law. To any one of these qualifications must be added the ability to read and write. In addition every woman above twenty-four may vote, who has graduated from high school or whose husband was killed in the war.

Racially the bill approximates justice, though the Magyars keep a margin of supremacy.<sup>1</sup>

The slight over-representation of Germans and Magyars is due to the higher percentage of literacy among them, and also due to the fact that the Magyars, who have indubitably worked marvels in the development of Hungary since the Ausgleich, wish to keep sufficient power to continue their constructive

work. But with a broad franchise it will not greatly matter if the Magyar districts, which contain most of the towns, are given more than their share of seats. The towns are the center of the Socialist movement, which favors equal treatment of all races. When all the resources of gerrymandering have been exhausted, a franchise distributed as fairly as that of the Wekerle Bill must inevitably undermine the Magyar tyranny.

Austria-Hungary was firmly on the road to Trialism when the Archduke Ferdinand's fall plunged Europe into war. Austria's own South Slavs are well treated and given their full representation in the Reichsrat.

With a broad national policy the Empire could give the Jugoslavs greater advantages than they could gain from independence or from union with Serbia. The evil genius of Austria has been Magyar intransigence in support of Dualism, which has poisoned Slavs and non-Slavs alike with hatred. At the thirteenth hour Magyar statesmen have assumed a truly national policy, and both King and political leaders have opened the government to the subject nationalities.

The result of the Wekerle Bill, if honestly carried through, would be a Chamber in which Magyar Liberals joined with the non-Magyars could overthrow the Junkers and initiate a liberal, and mutually beneficial, land, school, and language régime. For the time being, the strength of the Jugoslavs would be impaired—because, though fully represented, it would be divided between the Austrian Reichsrat and the Hungarian Képviselőház.

Once rid of Magyar chauvinism, however, Charles I is free from the greatest obstacle hitherto existing to the creation of an independent Jugoslavic state on terms of equality with the other kingdoms of the Empire.

#### *Present Attitude of the Magyars*

Such a solution is premised, of course, upon an awakened sense of justice and of their own true interest on the part of the Magyars. Unfortunately there is little ground for optimism in the events of the past three months. Wekerle resigned office on April 17, because he was doubtful how far the cabinet could go in pushing the electoral law. A fortnight later he accepted the premiership again on condition that he be allowed to dissolve Parliament if his bill is

	Magyars	Germans	Slovak	Rumanian	Ruthenian	Croats	Serbs	Others
<sup>1</sup> Per cent. of population	54.5	10.4	10.7	16.1	2.5	1.1	2.5	2.2
Per cent. of votes	62.6	12.5	9.1	9.1	All other races	6.1	<i>in toto.</i>	

rejected. But there is talk of compromise, and the sinister tones of Count Tisza are heard again.

While the Hungarian Government is thus temporizing, events are wresting the situation from its control. The Declaration of Corfu, establishing the state of Yugoslavia under the Serbian dynasty, was a manifesto of expatriated agitators. It was balanced by a loyal Croatian element at home, the Frank party, which has stood aloof from the Yugoslav movement, though asking the reunion of Croatia, Slovenia, Dalmatia, and Bosnia. The Yugoslavs in Austria have also been quiescent hitherto. In January, however, 1100 delegates of the Slovene People's Party, backed by the Prince Bishop of Laibach (Carniola) and all the higher clergy, adopted resolutions in favor of complete unity of all Yugoslavs. To the federated South Slavs was next added the alliance of the Czecho-Slovaks of Bohemia. On January 6 the Czechs held a Constituent Assembly at Prague, which reaffirmed Czecho-Slovak independence, and declared that the Reichsrat's authority was no longer supreme.

The North and the South Slavs have joined hands. On March 6 the famous Czech journal, *Narodni Listy*, said: "For the Western Slavs, the Poles, the Czechs, and the Yugoslavs, the only real policy is to form a united opposition bloc against Vienna . . . As we have a common aim, we ought to have a common way to it; all nations longing for liberty will obtain it, if they will support each other." Father Koroshetz, president of the Southern Slav Club, sent the following telegram to the Czech Assembly: "In its struggle for the right of self-determination and for its own state, the Czecho-Slovak nation will find allies in the Yugoslavs, who will fight shoulder to shoulder with it." Never has Slavic unity in the Empire been more menacing to the Hapsburgs.

There have been political crises in the past; in this "state crisis" even the German papers are asking whether there are conditions on which the Empire can continue to exist. The Poles, who have long been strictly neutral on the Yugoslav question, were driven into the opposition by the grant of Polish

territory to the new-born Republic of Kiev by the Ukrainian Treaty. They are to be purged from the Reichsrat by the creation of a separate Polish state, an arrangement which will leave the Czechs to the mercy of the German majority in that body. But even the Austro-Germans are rent asunder by labor riots, and strife between the bourgeoisie and the Social Democrats. They can dominate only by absolute rule without Parliament, a method which increases the difficulties of the Emperor Charles. It is not inconceivable that for purely selfish reasons the Austro-Germans might conclude that union with a strong German Empire was preferable to a troubled existence in a mainly Slavic state.

In such a case the Magyars would be more glad that sorry to regain their ancient independence and settle their Slavic problem in their own way. But whichever way Austria may fall, it is evident that Hungary has taken time by the forelock in attempting to solve the Yugoslav problem under Hungarian auspices. If the Empire falls apart of its own weight, the Magyars may by the concession of autonomy within Hungary purchase the loyalty of a larger Yugoslav state, the provinces desired by the Frank party.

The Magyars have already restored the Constitution and allowed the reform of the electoral system in Croatia. They now raise their bid by the Wekerle Bill. Serbia might be compensated by an outlet to the sea, and placated by an entrée to the Danubian markets. Secondly, in case of a decisive Allied victory without Allied moderation an independent Yugoslavia under Serbian rule would sow the seeds of interminable discord by strangling the outlet of a progressive nationality to the sea. Thirdly, and most likely in view of the tenacity of the Hapsburg dynasty, the Germans and Magyars will be compelled to allow the formation of a federalized State under the Emperor Charles. For this, as for the first contingency, the electoral reform now under consideration is a *sine qua non*. On their treatment of it will depend the Magyars' title to retain the leadership in Hungary because of the superior political ability which they claim to possess.



# TO SAFEGUARD THE SEAS

("Aye, Because the Sea's the Street There!"—BROWNING)

BY HARRINGTON EMERSON

I REMEMBER, when I was an American boy in a Prussian school, my anger at the teacher who taught the geography class that the aim and ambition of the United States was to conquer and rule over all North America. I violently protested, only to be silenced by sneers and threats. He was, in his way, a good teacher and a good man, but although this was in 1868, before the Franco-Prussian war, he could not conceive of any national policy but that of conquest. He felt and talked as Prussian rulers have always felt and acted.

If the United States had had a world ideal fifty years ago we would more clearly have perceived the world menace of Prussianism, we would have used our master trumps in 1912 to thwart her, and bring about a world safe for humanity. While we sat at the international table, aloof and uninterested, there was a great world ideal we should have raised aloft, and forced through, but we allowed Prussia in 1914 to dictate the game.

## *What America Might Have Done*

What should have been our great ideal? The safety of the world's highways, the seas. Let me make it clear by a simple analogy. A man's house is his castle. Behind its doors he is lord and master. He can eat and sleep, dress and speak and act as he chooses. But this liberty of his shrinks when he passes his threshold to the public street. There individuality ceases and the common good becomes paramount. He may not dress or act in an unseemly manner, he may not spit or throw waste, he may not cut corners, his automobile may not linger nor yet speed, nor emit smoke, nor cut out the muffler, nor be without license number, nor go on the wrong side of the street, nor be driven by an unlicensed chauffeur, lights must be neither too dim nor too glaring. In fact liberty of the individual is being so curtailed that societies are forming to save fast-vanishing rights.

The citizen cannot even vote as to streets. He can elect a mayor and aldermen, but

they control the fire department, the police department, the street department, the water department. The streets belong to everybody—they are the King's Highway, where no man may dare to run amuck.

But it is a notorious fact, not without psychological interest, that Prussian officers from Berlin to Zabern, from Louvain to the United States, have for centuries been the boors of the public streets and places.

What are the Seven Seas but the highways of the nations of the world? They are humanity's highways. For a hundred years not a shot had been fired across our northern border, although acute questions had arisen, the Oregon question ("54° 40' or fight!"), the San Juan Islands, the Alaskan boundaries. For seventy years there had been peace with our southern neighbors. But the seas made us jostle elbows with every nation.

There are three stages to the seas. First they were the outlaw region, infested with buccaneers, filibusters, slavers, pirates, smugglers, poachers, privateers. Next they were policed and made safe by Great Britain, occasionally helped by the United States. The third step is to internationalize the seas.

## *An International Marine Union*

Inside the frontiers of every country national laws are supreme. Prussia can make her own home laws, but the United States should have internationalized the seas. It would have been so easy in 1913; we could have dictated the game because in the Panama Canal we held the supreme trump. We had constructed the Panama Canal, connecting, not two landlocked seas, as does the Suez Canal, but joining the two greatest oceans. It was ours, and all of its privileges were ours to withhold or to grant. That was the time to have formed, on the precedent and model of the International Postal Union, the International Marine Union. We could have started it, all alone if need be, although many smaller nations would eagerly have joined. The rules would have been simple, less intricate than those of the Postal Union.

1. An international marine body to which each nation could appoint delegates in proportion to its ocean registered tonnage.
2. International registry for all oversea vessels.
3. An international marine flag as well as a national flag. (The colors of postage stamps are international and so are the sizes and shapes, even if each is national in design.)
4. International tonnage measurements.
5. International marine specifications and inspections.
6. International lifeboat provisions.
7. International signals on ships and from lighthouses and buoys.
8. International rules as to sailors.
9. International rules as to submarines, contraband, and blockades.

The rules could also have been made to prohibit the breaking of treaties by any nation-members of the international marine.

The rules could likewise have barred nations which would not agree to forego attack by sea on unfortified cities, or to attack anywhere with poison gas. No nation which refused to subscribe to even the pitiful measure of civilization attained should have been permitted to join.

The test of a civilized nation is very simple. Law is supreme, and neither property nor lives can be jeopardized without due process of law. The invasion of Belgium was the lawless act of a barbarian, so also is the sinking without warning and without hail of any merchant vessel, so also is the use of floating mines, or the bombardment of unfortified towns. Barbarians, unless they give bonds, cannot be admitted to international associations.

#### *Who Would Have Joined?*

Had such an international association been formed in 1913 who would have joined? Perhaps very few at first, but to that few only should we have granted the right to use the Panama Canal. This was the great master trump we held.

Next we could, after reasonable notice, have closed our ports to every ship not navigating under the international flag. Norway, Greece, Italy, Holland, Denmark, many of the South American states, perhaps also Japan, with her great marine, and China would soon have joined with us. The prize of our carrying trade was too great to be ignored, our supplies were essential.

Great Britain and Germany might have held aloof for different reasons, Great Britain because she already had so much, and had used her power so beneficently, and Germany because she had so little and wanted all.

We could have played the Panama Canal against the Straits of Gibraltar, against the Suez Canal, against the Dardanelles, strategic ocean passages, and also against the Kiel Canal and against Prussia's good behavior on land and sea.

#### *Europe's War Brings a Second Opportunity*

Suddenly there was war, and this put into our hands five other master trumps.

In all great departments of human activity we were well up towards the top.

We were great producers.

We were great manufacturers.

We had a great inland transportation system.

We had an enormous commerce.

We had men eminent in personal service.

We could recruit, equip and maintain a greater army than any other power. We should have used our potential might to hold and to advance civilization.

Psychologically and practically schoolboys have more sense than statesmen. If one small boy gets another down, the conqueror pounds until the other says "Nuff." The terms are simple,—unconditional surrender,—and the vanquished one knows that unconditional surrender carries in its wake neither ostracism, destruction, nor extinction. The next day conqueror and conquered may be playing on the same side.

If older boys fall out and thirst for one another's gore, the leaders in their set, blood-thirsty young savages, stage the fight, lay down the rules, Marquis of Queensbury—no gouging, no scratching, no biting, no kicking, no clutching, no hitting below the belt. The fight is not allowed to go too far, and after the fight is over friendly intercourse is renewed.

When Austria and Germany began to strut and thirst for gore, and Russia, France, and England took up the challenge, why did not the United States lay down the laws of the struggle, as the great neutral had the power and the right to do? We missed our chance.

When the war broke we had another chance. No friendship, no commerce with those who refused to join, but supplies, money for and alliance with those who did join! Would England and France, even if they had hesitated before the war, have refused our request if our price had been the furtherance of an unselfish ultimate ideal, that would not only shorten the war but make further wars well-nigh impossible?



We threw away the chance, failed to dictate the game; we threw our best cards back into the deck and then started in to play the grimmest game a nation ever engaged in.

### *Form the Marine Union Now!*

Even now it is not too late. Next to immediate dynastic defeat and military defeat, is there anything Prussia fears more than exclusion from the world's highways? Form the International Marine Association! Open wide its doors to every nation in the world in proportion to its sea tonnage, and exclude every nation that refuses to subscribe to humanity's rules. This could have been put through with the help of the Panama Canal in times of peace. It can easily be put through now, when all the great powers except the central group are war allies, pooling their resources of men, of material, of equipment. More than the loss of all her land conquests would Prussia dread this exclusion from the seas, an exclusion she could terminate at any time by subscribing to the international agreement, made by civilized nations, for the benefit of all mankind.

Cain, the murderer of his brother, lamented that his punishment was greater than he could bear. So would it be with Germany unless Prussia repented. German ships could not enter nor clear from the world harbors, could not take coal or use pilots, could not make repairs! As a first step towards making the world safe for democracy the seas would have to be made safe for democracy, and a strip of ocean is worth more than much land. It was the northwest ocean passage, not Canada's wealth, which for centuries tempted mariners. It was the Suez Canal, not the Nile, that tempted Britain.

### *A Curb on Germany*

An International Marine Association is neither a boycott nor a discrimination. Rules would apply to all members alike. There would be no trade war against Germany. No trade war is instituted against the degenerate who rages nakedly in his own house. He can come into the street and trade anywhere if he behaves. Even if Prussia evacuates France and Belgium and little Luxemburg, Poland, Russia, Rumania, Serbia, Montenegro, and Italy, her word is not good, but internationalized seas would hold her within moral boundaries. Running amuck would mean that all the crowd would join in subduing her, every port and coaling station and cable office would be closed to her.

Does this mean that the strategic passages of the sea, the Straits of Gibraltar, the Suez Canal, the Panama Canal, the Straits at Singapore, the Dardanelles, should be internationalized? They should on the contrary be strongly fortified and held by the present Allies severally for at least a hundred years, until three generations of Germans are dead and gone, until treaties are not scraps of paper. The police force of our cities, while making the streets safe for all, do not give up control of their police stations. These are held as rallying points of order. Would the United States dismantle its forts commanding the Narrows and the entrance to Hampton Roads? Not yet. Germany is not to be trusted even if she should join an international marine.

By holding the great sea passages the Allies, loyally joining the International Marine, must hold the whip over any power quite capable of building secretly a thousand submarines with which suddenly to attack her sea neighbors at some future date. It was one thing to attack in succession Poland, Sweden, Austria, Denmark, France, Russia, and Belgium. It would be quite another to antagonize a whole world, holding the great passages, the coaling and repair stations everywhere. Even a Prussian officer might in time learn to behave on the public streets, something he has not done for five hundred years, either at home or abroad.

### *The Prussian Spirit of Conquest*

The house of Hohenzollern, not a state or a people, has since 1415 steadily aimed at world conquest and subjugation, but in spite of 500 years of continuous warning the world was slow to recognize this sinister menace. Above all others the Hohenzollerns added plans to their ideals, definite plans, and as to these plans they made a schedule and they also despatched. Plans not supplemented by schedules and despatching are barren.

The plans of the other nations were indefinite and haphazard. In 1860 no one could foresee what the United States would be in ten years. But Prussia's plans have never wavered. Prussia grows at the expense of her nearest neighbors. At one time these neighbors were northern Poland, Silesia and the lower east Rhine region. These incorporated, the neighbor next to suffer was Denmark. Even in 1864 the Kiel Canal was thought out, and because the line of the canal lay in Danish territory Denmark was

pounced on and lost two of her provinces to Prussian and Austrian swords. The next neighbors to be coerced were Austria, Bavaria, Wurtemberg, Baden, Saxony, Hanover, the two Hesses, and the city of Frankfurt. These were suddenly attacked, some dismembered, others wiped out and still others forced into subordinate federation. France became the next weakest neighbor, and, therefore, a logical subject for spoliation. Prussia was ready and France was not. Prussia chose the hour and the place and definitely crossed the Rhine, taking from France her coal mines and her iron mines. When a boy I was carefully taught to say Franco-German war, but the French, with greater insight, called it Franco-Prussian. Bismarck, von Moltke, Wilhelm were Prussians first, last and always, and since 1871 Germany has become Prussianized.

China's and Africa's turn came next. Twenty-five years ago Prussia seized a port of China, pure robbery, and it also sought a belated foothold in Africa. Then Prussia coveted Manila and the Philippine Islands, but thanks to Admiral Dewey and the backing of the British fleet, von Dietrich quailed. Then when Roosevelt was President, Prussia tried to get a foothold in South America. Starting points for future world conquests were thus secured in Asia, in Africa and partly in South America. The turn of the little feeble neutrals, Luxemburg and Belgium came next, for Prussia, after forty years of preparation, thought herself in 1914 strong enough to defy a whole world.

The road to Antwerp, to Calais, to Paris, to the Atlantic, to the worlds beyond lay through Luxemburg and Belgium. Prussia wanted both and more besides, so treaties once again became scraps of paper. The Prussians thought *der Tag* had come which was to give them the world.

#### *A Mistaken Ambition*

I have heard this ambition extolled as a lofty and noble ambition. Was it? Let us see what world occupations are. They are production, manufacturing, transportation, merchandising, personal service and—parasitism. Embryos, babies, children are parasites until they reach the age of adolescence and then through a rosy period of great altruism they pass over into lives of long self sacrifice. Parasitism is natural in the infant, but, beyond adolescence, it is a frightful disease. At about the age of fifty in the human body certain cells, long virtu-

ous and useful, suddenly are seized with a creative mania and become predatory; and their excreta, for which there is no natural outlet, poison the surrounding tissue. The only way to stop a cancer is to cut it out, or to let it kill the body on which it preys, and die with it. The cancer is a parasite. A policeman or fireman gives necessary and admirable personal service. But what if either turned parasitical, turned grafter, and not only threatened, but actually robbed us and reduced us to tribute and vassalage?

The House of Hohenzollern is the one great parasitical cancer of the world.

What was Prussia doing when the enthusiasm of the crusades was century after century sweeping middle and western Europe against the alien in color, race and religion? Prussia was enslaving her nearest neighbors. What was Prussia doing in that great era of discovery and conquest from 1492 to 1600? Prussia and the Hohenzollerns were despoiling their near neighbors.

During the long and bloody centuries that Poland held back the Asiatic hordes and the Turk, saving on the eastern border both Christians and Christian civilization, what was Prussia doing? Despoiling her neighbors! When America and France were preparing and carrying out their revolutions, when England was succeeding to the administration of India, when Holland was settling South Africa, Prussia was robbing Maria Theresa of Silesia and was planning the partition of Poland.

When Russia and Austria, England and Prussia combined to defeat Napoleon and put France back within her own pre-revolutionary borders, what did Prussia do? She annexed by might some 300 small neighbors.

Imagine New York State lending Jefferson the \$15,000,000 with which to purchase Louisiana, then foreclosing the mortgage, next appropriating part of Ohio, Kentucky, Tennessee, to reach the purchase; next making a drive for Georgia because an Atlantic port was wanted; appropriating New Jersey, because both banks of the Hudson were wanted, and then tearing Quebec and Ontario from Canada with openly avowed purpose of reaching to the Arctic Ocean, and you can realize what a Prussianized New York would have meant in the development of the United States.

Prussia must be stopped now, and one of the best clubs to use is the allied control now and hereafter of the strategic passages from ocean to ocean.

# COMMENT ON MR. EMERSON'S PROPOSALS

**P**ROOF sheets of the foregoing article by Mr. Harrington Emerson were sent last month to several gentlemen who have given more than passing thought to the problems of world organization and permanent peace. These students of international affairs have been good enough to state for our readers their opinions regarding Mr. Emerson's proposal to establish an International Marine Union and to exclude offending nations therefrom. Their views vary, from enthusiastic commendation to frank skepticism.

## I. THE BROADER LEAGUE

BY WILLIAM HOWARD TAFT

[Ex-President Taft, as head of the League to Enforce Peace, has given great study to the subject of an international organization. He sends us a letter which indicates his view that safeguarding the seas would follow as a function resulting from a broader agreement of the nations. With this view Mr. Emerson would doubtless agree.]

I have read Mr. Emerson's article which you sent me. Mr. Emerson has imagination, but I think perhaps he might find it difficult to draft the terms of an agreement between the nations to which they would subscribe, and which would restrain Germany, as he hopes. There is perhaps a suggestion in it of something that may be done, but I think it is more likely to grow out of a broader and more general agreement and league than to be the initial step.

## II. "OUR STANDARD FOR WORLD GOVERNMENT"

BY ROBERT L. OWEN

[Senator Robert L. Owen, of Oklahoma, made a brief but very memorable speech in Congress on March 20, on a concrete project for uniting all the nations now opposing Germany, in a league to formulate rules for international conduct and to bring commercial pressure to bear upon a violator of proper rules on sea and land, such as Germany now is. We shall at some future time present Senator Owen's views at length. We print here-with a letter from him, commenting on Mr. Harrington Emerson's article.]

I have just read Harrington Emerson's advance proof, "To Safeguard the Seas." It is convincingly written. We should have raised our standard for world government,

decency, and justice; and Prussia should have been forced, if necessary, to recognize it. The failure to establish international decency, supported by international force, has resulted in the world cataclysm.

However, the future is ours, and we should now do what is necessary to establish an international union to control international relationships.

Hague conventions are valueless, and international treaties are valueless without organized force behind them. The Hohenzollern creed is "*ultima ratio regnum*." We have got to organize the world and we must have the biggest cannon. Then we can compel nations to reduce their armaments below the limit of international menace.

The nations now at war with Germany have the power. They only need to organize it regardless of every other consideration. The nations at war with Germany can absolutely control the sea, although Germany, to promote her own mastery of the sea, is attempting to safeguard her ships so far as she can, and is attempting to destroy the ships of every other nation, and thus leave herself relatively strong on the sea.

America began her shipbuilding campaign none too soon. We must command the sea, and we must punish the organized Prussian covetousness that is willing to murder unorganized mankind for profit.

## III. SAFETY OF THE HIGHWAYS

BY DAVID JAYNE HILL

[Dr. Hill has world-wide fame as an authority in the history of diplomacy and international law. He was one of the delegates from the United States at the Hague Conference in 1907, and afterwards served as Ambassador to Germany.]

A few months ago he published a remarkable book entitled "The Rebuilding of Europe," in which he advocated the cause of democratic internationalism.]

I thank you for the privilege of reading the advance sheets of Mr. Emerson's article on safeguarding the seas.

The idea is admirable, and had it been worked out in time might have prevented much havoc. It would have been at least a test of the sincerity of national pretensions. I doubt very much if it would have been generally accepted in 1912, and the United States alone might have been less able to compel acceptance of it than Mr. Emerson thinks. At all events, it would be a good idea to try to carry out in the peace congress, whenever that comes.

Personally, I have never held strongly to the idea of neutralizing the seas, which surrenders the world's highways as legal fighting ground. I have held rather to the idea of internationalizing the world's highways; that is, to make the attempt at least to keep them safe for everybody. This can be done effectually, however, only by the co-operation of the great maritime powers.

#### IV. DANGERS TO BE AVOIDED

BY GEORGE W. WICKERSHAM

[Hon. George W. Wickersham, formerly Attorney-General of the United States, always brings an acute legal analysis and a broad knowledge of diplomacy and statecraft to bear upon questions such as those raised by Mr. Emerson's article. Mr. Wickersham thinks that the proposal Mr. Emerson makes would have redounded to Germany's benefit, whereas our understanding of it is that Mr. Emerson has in mind a scheme that would automatically exclude Germany altogether from the seas unless she conformed to the standards of conduct prescribed by Great Britain, the United States, and powers like France, Italy and other maritime countries having right intentions.]

I have yours, enclosing proof of Harrington Emerson's article entitled "To Safeguard the Seas," which I have read over.

I do not think there is any subject upon which there is so much loose thinking as "freedom of the seas." Personally, I consider the idea that in time of war any great maritime nation should agree that the ocean should be free to her enemies and to neutral ships to carry supplies to her enemies is preposterous. It would be destructive of the

possibility of America defending itself in any great war. It would allow Germany to strengthen herself beyond the possibility of the rest of the world thwarting her ambition.

Mr. Emerson says truly: "The House of Hohenzollern is the one great parasitical cancer of the world." That cancer cannot be excised by giving Germany a free highway across the ocean; and had we carried out the suggestion which Mr. Emerson makes, in my opinion the war would have been over by this time, and Germany in control of the world.

#### V. POINTS OF DIFFICULTY

BY NICHOLAS MURRAY BUTLER

[Dr. Nicholas Murray Butler, president of Columbia University, is at the head of the Division of Intercourse and Education of the valuable society known as the "Carnegie Endowment for International Peace." Dr. Butler has long championed plans for bringing the nations together in support of an harmonious international program. He sends us the following memorandum after reading Mr. Emerson's pages.]

I have read with interest Mr. Emerson's paper entitled "To Safeguard the Seas," and should think his suggestions might profitably receive discussion. The real difficulty with most public debate on this question is that it is more or less directed against the naval power of England, which has in itself been a great bulwark of advancing civilization. It has long been my belief that the burden which Great Britain has so long borne might well be borne by an organized society of free peoples; but to bring this about will involve a great many difficult and delicate negotiations, including particularly such as would bear upon the internationalization of canals, straits, and other waterways.

#### VI. ENGLAND WOULD COÖPERATE

BY P. W. WILSON

[One of the ablest of the English publicists and writers who have come to this country during the war period is Hon. P. W. Wilson, formerly a prominent Liberal Member of Parliament, and now the American representative of the London *Daily News*. Mr. Wilson makes the following very interesting comment upon Mr. Harrington Emerson's article.]

I am asked for a brief opinion on Mr. Harrington Emerson's conception of an International Marine Union, capable of enforcing a due regard for the rules of humanity, especially on the ocean.

This aim has been, for years, the sole reason why Britannia has ruled the waves, and Britannia has already shown in this war how ready she is to internationalize her trusteeship, by sharing her obligations with Japan, Italy, France, and America. We have asked for no Admiralissimo or precedence, but have placed at times considerable fleets under French command, and our co-operation with America on the sea is perfect.

The phrase "freedom of the seas" is not quite diplomatic because it suggests that Britain has used her power before the war in limiting such freedom. That is not the case with regard to any peaceful and honorable traffic. The term "International Marine Union" is therefore a happy expression which implies no censure on a nation.

British influence has grown with her really astonishing sacrifices, and America will do inestimable service if she re-states all that is good in Britain by supplying a very necessary international formula. Nowhere is such re-statement more needed than in matters affecting the ocean, which belongs to all mankind alike.

## VII. ONLY ONE CENTER OF AUTHORITY

BY DARWIN P. KINGSLEY

[Mr. Darwin P. Kingsley, president of the New York Life Insurance Company, is a publicist who has international views of the most advanced kind, and has had the courage to declare them with great force in speeches and published brochures. He believes in the full organization of the peoples, so that a higher sovereignty may dominate in the common affairs of nations. He considers Mr. Emerson's scheme, therefore, from the standpoint of his own larger program].

Mr. Emerson's article is admirable, because it partly crystallizes the hope that is growing up in all human hearts. But it does not go far enough. It does not reach the root of the difficulty.

His suggestion, in brief, is that we use—even though late—our peculiar powers to coerce the sovereignties of the world into a league which shall in effect close the seas to Germany. That will never succeed. The weakness of the proposal lies in its very foundations. It has all the weakness of our Confederation. Its units would be sovereignties, and sovereignties in the last analysis can recognize, permanently, no higher law than their own.

The post-bellum union of democracies for which all men now hope, of which even those who do not live in democracies dream, must be a union of peoples and not a union between sovereign states.

A League of Nations will not do. No contract between sovereignties as such would endure, nor would it at any time have any real power. The democracies of the world—the really self-governing peoples—must abandon all efforts to restore the *status quo ante*; they must do what our forbears did in 1787—they must draft a new charter, under which the democracies of the world shall preserve their integrity as our States do under our Federal Charter but in subscribing to that charter they must qualify their sovereignty as our States did in entering the Union. All other plans are makeshifts and will fail.

Sovereignty as we practise it, however great its service may have been in the past, is now a relic of barbarism. There must be, of course, final authority, a supreme expression of sovereignty, which we call the "consent of the governed," but there can ultimately be only one such center of authority in this little world if wars even worse than this are to be avoided.





# WILL IRELAND SEIZE THE GOLDEN MOMENT?

BY HARRY PRATT JUDSON

(President of the University of Chicago)

**T**HERE has always been warm sympathy in the United States for Ireland. Perhaps a part of it is due to the general liking for that very likable people, our Americans of Irish ancestry. No doubt much of it lies in our instinctive American approval of home rule. We are so accustomed in our federal Republic to the home rule of our States that we cannot see for the life of us why there should not be a like home rule for Ireland. Things which belong to Massachusetts and which do not affect the United States are managed by Massachusetts alone, without interference from the United States.

Perhaps our States manage some things, like domestic relations, which are really of general concern, and might better belong to the federal power. However that may be, we get along pretty well by leaving each State community quite free from federal meddling in what we have agreed to consider purely State affairs. We don't see why Ireland could not quite as well be left to its own way in purely Irish affairs. To be sure, we are pretty well accustomed, on the other hand, to leave to the federal government what we have agreed to consider purely federal affairs. War, foreign affairs, the customs, the postal service, for instance, the States leave alone. The State National Guard is under federal law. If Massachusetts and Utah, why not Ireland?

To-day we are in the midst of the world war, in which the issue is the freedom of democratic nations from the tyranny of Prussian militarism. The struggle is a desperate one, and it will require the last ounce of energy of the free peoples to win. In the heat of this frightful emergency the old dissensions which have marked the history of the relations of nations have shriveled up and vanished. Great Britain and the United States quarreled at intervals for more than a century; they were at war twice and at the point of war several times: we

have forgotten it. France and Great Britain through centuries of conflict became traditional enemies; they have forgotten it.

We have paid little attention to the generations of quarrels between Ireland and England. We have had quarrels of our own—and forgotten them. We made our federal constitution because we saw that our interstate wrangles were likely to wreck us all. Then under the Constitution we had long and bitter quarrels of sections, ending in Civil War. But the issues were settled and we are all friends now.

Is Ireland with the democratic and free world, in the war for their continued existence? There can be no middle ground. Either the Prussians or the allied free nations must have the primary allegiance of the Irish people. Those who are not heartily for the cause of the Allies are in fact aiding the cause of Kaiserism. Neutrality is merely veiled hostility.

The Americans of Irish ancestry, with all their Irish sympathies, with all their devotion to the cause of Irish home rule, with little love for England, are intensely loyal Americans, and are giving freely of their blood and of their treasure to the common cause. They feel, and justly, that now there is one question which dominates all others among liberty-loving people everywhere: the question of winning the war for liberty against the Prussian Moloch. If that war fails the world enters on a night of despotism, the end of which no one can see. No other ideals or hopes are worth considering in comparison with this vast danger to freedom.

What are the Irish people going to do for the world in this emergency? Will they drop all their immediate political aims, all their long-cherished animosities; will they join wholeheartedly with the entire British Empire, with the American Republic, with the French Republic, with the countrymen of Garibaldi, with every man in the world

who loves liberty more than his own life; will they throw into the crusade all their splendid Irish spirit and the unquenchable flame of Irish valor?

We Americans volunteer for the army or navy, or we are called to the colors under the conscription law. We believe this law to be democratic and fair. We in New York and in Illinois have home rule; but we leave the selective service law to the federal government. We cannot see why conscription for the whole United Kingdom should not be enacted by the parliament in which the whole United Kingdom is represented. We should not dream of insisting that because New York claims home rule, which in fact New York has, therefore New York should be left to decide within its limits the question of conscription for itself. We are quite aware of the situation in Canada and in Australia; but we are also aware of the thousands of miles of sea which separate those dominions from the United Kingdom. But above all we keenly realize the emergency which calls for sinking every minor consideration at this time. There is one thing, and only one thing, which demands

every energy which we have: the war against Prussianism.

If Ireland drops her old quarrel with England—and it is a quarrel with two sides, which both should drop—and forgets for the time everything but throwing her whole force into the great common cause of this war of liberty for the world, what will it mean for Ireland?

It will mean that Ireland becomes once for all a member of a deathless brotherhood of free peoples: liberal England and Scotland and Wales, free Canada and Australia and South Africa, republican America and France, liberty-loving Italy and Belgium, and all the rest. It will mean that history will be left to bury its follies and crimes, of whatever source—why should we inherit the enmities of our ancestors, and carry them on for all time? We are trustees of justice and happiness for to-day and for our children. It will mean a splendid and free future for Ireland, with peace once for all in place of perpetual dissension. No such precious opportunity through the long centuries ever has come to the people of Ireland.

Will they seize the golden moment?

# SCHOOLS AND COLLEGES IN WAR TIME

AN APPEAL TO STUDENTS

BY HON. P. P. CLAXTON, COMMISSIONER OF EDUCATION

**T**HERE are for us as a people just two things of supreme importance now: to win the war for freedom and democracy and permanent peace as soon as we can, and to prepare ourselves and our children for life and citizenship in the new world which the war will bring. Other things are of secondary importance and may be neglected or postponed. These and whatever contributes to them must have right of way.

The war must be won—cost what it may, to be paid in whatever coin it must. We have entered the war for safety for ourselves and democracy, for the freedom of the world, and for permanent peace. It is a struggle between the past and the future, between militaristic autocracy and democratic freedom; for the recognition of the inalienable rights of nations, as we once

fought for the inalienable rights of individuals. To win the war will require all the energy and skill we can command; and for the best use of the victory when won we will require the best knowledge and the highest wisdom.

A year ago—soon after our entrance into the great world war—I wrote to all high-school principals in the United States a letter which I asked them to read to the pupils in their schools. In this letter I urged that as many as possible of the boys and girls about to graduate from the high schools should enter college, normal school, or technical school in the fall, with the intention of remaining and working hard at their studies till their courses were finished, unless they should be called away for some service which no other could do so well. That appeal

was made on the basis of patriotic duty. I said at that time:

If the war should be long, the country will need all the trained men and women it can get—many more than it now has. There will be men in abundance to fight in the trenches, but there will be a dearth of officers, engineers, and men of scientific knowledge and skill in all the industries, in transportation, and in many other places where skill and daring are just as necessary for success as in the trenches.

The first call of the Allies was for 12,000 engineers and skilled men to repair the railroads of France and England, and other thousands will be needed later. Russia will probably want thousands of men to repair and build her railroads. . . . New industrial plants, shipyards, and our armies abroad will call for highly trained men beyond all possible supply, unless our colleges and technical schools remain open and increase their attendance and output.

When the war is over there will be made upon us such demands for men and women of knowledge and training as have never before come to any country. There will be equal need for a much higher average of general intelligence for citizenship than has been necessary until now. The world will have to be rebuilt, and American college men and women must assume a large part of the task.

In all international affairs we must play a more important part than we have in the past. For years we must feed our own industrial population and a large part of the population of Western and Central Europe. We must readjust our industrial and social and civic life and institutions. We must extend our foreign commerce. We must increase our production to pay our large war debts and to carry on all the enterprises for the general welfare which have been begun, but many of which will be retarded as the war continues.

China and Russia with their new democracies and their new developments which will come as a result will need and ask our help in many ways. England, France, Italy and the Central Powers will all be going through a process of reconstruction, and we should be ready to give them generously every possible help. Their colleges and universities are now almost empty. Their older students, their recent graduates, and their younger professors are fighting and dying in the trenches, or are already dead; as are many of their older scientific and literary men, artists, and others whose work is necessary for the enlargement of the cultural and spiritual life and for all that makes for higher civilization. For many years after the war is over some of these countries will be unable to support their colleges and universities as they have supported them in the past. America must come to the rescue. We must be ready to assume all the responsibilities and perform thoroughly and well all the duties that will come to us in the new and more closely related world which will rise out of the ruins of the old world now passing away in the destruction of the war. To what extent and how well we may be able to do this will depend upon you young men and women who are this year graduating from our high schools and upon those who will follow

in the next few years, to a larger degree than upon any other like number of people.

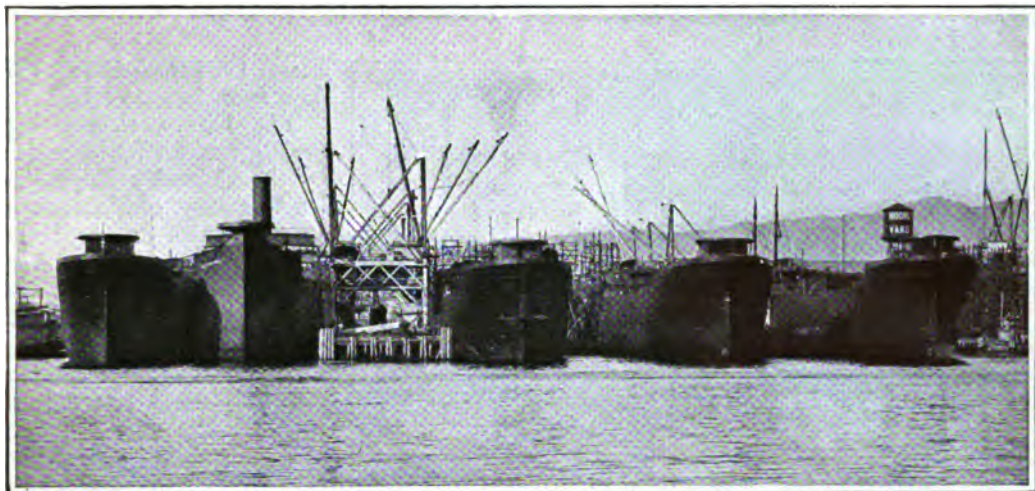
Therefore, I appeal to you, as you love your country and would serve your country and mankind, that you make full use of every opportunity offered by our colleges and all other institutions to gain all possible preparation for the mighty tasks that lie before you, possibly in war and certainly in peace. To you comes that call clear and strong as it has seldom come to young men and women anywhere in the world at any time. For your country and for the world—for the immediate and the far-reaching future, you should respond.

The events of the past year, and the better insight they have given us as to what will be required for final success in the war and for rebuilding after the war, only serve to emphasize the truth of the statements in that letter and the importance of our doing everything possible to increase the attendance of the schools next year and as long as the war will last.

Therefore, I wish to renew my plea of a year ago and urge all men and women now in university, college, normal or technical school, to remain till their courses have been finished or until they are called by their country for such service as they are better fitted to perform than are others; and to urge all boys and girls graduating from high schools this spring to enter college next fall if they possibly can. I would also urge all boys and girls now in high schools to remain till they have finished their high-school courses.

Since my letter of a year ago, Russia has almost entirely ceased to be a factor in the war; and a large part of her territory and people, as well as the territory and peoples of the Balkan States, have come under the control of the Central Powers. This makes it possible for the Central Powers to concentrate a much larger portion of their troops and energies on the Western front, where the great battle is being waged as this is being written.

These developments make our task still more difficult, and may serve to prolong the war and increase its cost more than we can now see. But the task must be accomplished fully. We should fight now as if we knew the war would end for or against us this year; but we should prepare as if we knew the war would continue very long and that final victory would depend on the knowledge and skill of the boys and girls, young men and young women who are now being educated and trained in our high schools and colleges.



FIVE STANDARD STEEL CARGO VESSELS IN A CALIFORNIA SHIPYARD

(Three of these were launched on the same day, March 14, at the Moore Shipbuilding Plant, Oakland. The picture furnishes a striking illustration of the Pacific Coast's contribution to Uncle Sam in the shipping emergency. On the West coast alone there are now sixty-nine ways for steel ships, with more under construction)

# WEST COAST SHIPBUILDING

BY COLIN V. DYMENT

**W**HEN Charles M. Schwab, new director-general of the Emergency Fleet Corporation, returns from inspecting the shipyards of the Pacific (probably early in June), he will bring back a story that will amaze most of America, if he chooses to tell it. It will be a story that is all too scarce these days—a cheering one. It will be built around this fact:

Washington, Oregon, and California, between April 1, 1917, and May 1, 1918, launched 202 steel ships, of which 100 were launched in the first four months of 1918.

Nor were these toy ships by any means. The total deadweight tonnage of the 202 was 1,332,396; of the 100, it was 646,316. The average tonnage was thus 6596.<sup>1</sup>

Now to set up this achievement beside the achievement of the submarine, and measure the two:

If the submarine were to maintain for the twelve months of 1918 an average as high as eighteen ships a week, of an average deadweight tonnage as high as 6596, and if the

shipyards of the Pacific were to maintain only their average for the first four months of the year, what would the comparison show? It would show that the yards of Washington, Oregon, and California alone, in steel ships alone, were turning out one-third of all the tonnage the submarine was destroying. Thereby is evident one more reason why Germany, it is said, has given up hope of winning the war from under the water.

Men are worth telling about who send to the water more than a ship a day, counting both steel and wooden. Especially are men worth telling about who break records in days when it is ships or,—defeat; and with but few exceptions the shipbuilding records of 1918 have been made in the Far West.

There are 92,000 of these men. They equal in number seven German divisions on the West Front. Fifty-nine thousand of them are building steel ships, and 17,000 of them wooden ships. Eight thousand are building new yards for steel ships, and the remaining 8000 new yards for wood ships. When the new yards are built and manned, the shipbuilding army of the Pacific will contain more than 100,000.

The steel yards are located as follows: In Washington—Seattle, Tacoma, and Vancouver; in Oregon—Portland; in California—South San Francisco, San Francisco, Oakland, Alameda, Long Beach, and San Pe-

<sup>1</sup> The word tonnage throughout the following article is intended to mean deadweight tonnage, which signifies the maximum weight of cargo, bunkers, consumable stores, passengers and crew, and all other weight. Gross tons express in units of 100 cubic feet the entire cubical capacity of the vessel, including space occupied by cabins, bunkers, and machinery. Net tons express the capacity in terms of 100 cubic feet, exclusive of space occupied by cabins, bunkers, and machinery. No gross or net tonnages were used in the article. In giving totals of submarine sinkings, the Germans commonly employ deadweight tonnage as the unit; the British employ gross tonnage; hence the discrepancies.



LAUNCHING THE "WEST LIANGA" IN RECORD TIME

(The vessel was launched at the Skinner & Eddy yards, Seattle, on April 20, fifty-five days after the keel was laid. The completed ship was delivered to the Government in sixty-seven working days, and five days later embarked on her first voyage. This 8800-ton steel vessel was on the sea, with a full cargo, exactly twelve weeks after work was begun.)

dro. There are sixty-nine steel ways in the ten cities, with nineteen ways under construction; and there are twenty-one yards.

In pre-war times, from twelve to eighteen months commonly passed between laying of keel and final delivery of a steel freighter. One of the Western firms to set an example in speeding up to meet the program of the Fleet Corporation was the Skinner & Eddy Company, of Seattle. Skinner & Eddy had keen managers and a well-knit organization. Even in the turbulent shipyard days of 1917, their force was far above average in loyalty. They drew high-class workmen from everywhere, including other shipbuilding plants, by offering high wage scales, which they were not afraid to raise whenever the men grew threatening. When several shipyard crafts were intermittently walking out, constantly bickering with their employers and frequently among themselves, and meanwhile practising more or less restriction-of-output, the Skinner & Eddy plant was making its way toward the records it was to set a few months later. It has always chosen to meet demands, all or part way, and to get out the ships.

And so a record was established when the 8800-ton steel freighter *Seattle* was launched last winter in seventy-four days after the keel was laid. The *Seattle* was delivered to the Emergency

Fleet Corporation in 137 days from laying of keel.

The delivery time of the *Seattle* was promptly beaten by the Columbia Shipbuilding Company, of Vancouver, Wash., which delivered the 8800-ton steel freighter *Canoga* on March 23, 1918, 113 days after the keel was laid.

The Skinner & Eddy Company won back its record with the 8800-ton steel freighter *Ossineke*. The keel of the *Ossineke* was laid December 26 last. Launching took place March 14, and on April 14 the big freighter was delivered to the Fleet Corporation, eighty-one days

ahead of contract, which called for delivery on July 4. Time from laying of keel to launching, 78 days; time from keel to delivery, 109 days.

The Columbia Shipbuilding Company replied with the *Westgrove*, another standard 8800-ton freighter. The keel of the *Westgrove* was laid January 15; launching was 61 days later; delivery 83 days later.

The counter-attack of the Skinner & Eddy Company was with the 8800-ton steel freighter *West Lianga*. Skinner & Eddy, by this time, seemed to have the facilities, the skill in management and men, and the *esprit de corps* for almost unlimited speeding up. With the *West Lianga* they drove the builders of the *Westgrove* from their dominating height by launching in 55 days from laying of keel. This was on April 22.



THE S. S. "OSSINEKE"—THE GOVERNMENT'S STANDARD TYPE OF STEEL CARGO VESSEL

(Of 8800 tons dead-weight, 410 feet in length, 54 feet beam, and 29 feet depth)





THREE OF THE GOVERNMENT'S STANDARD STEEL STEAMERS BEING FITTED-OUT AT THE SKINNER & EDDY YARDS, SEATTLE

Mr. Schwab had then been director of shipbuilding for about a week. He promptly telegraphed to Seattle that he was going there "to find out how you do such good work." Edward N. Hurley, chairman of the Shipping Board, telegraphed his appreciation "for the pace you have set in the launching of steel ships." Mr. Hurley added that the Skinner & Eddy yard had "demonstrated to the shipbuilding world that with efficient workmen and efficient management, America can build ships faster than any country in the world." The launching of the *West Lianga* in fifty-five days had broken all records to April 22 in steel ship construction.

In Mr. Hurley's congratulatory message, however, was buried a remark the ominousness of which was not discerned for some days. "For your information I wish to say," the message ran, "that a prominent Atlantic Coast shipyard laid a keel about fourteen days ago, and that they are endeavoring to beat your record."

"He's bluffing," they thought in Seattle.

On May 6 came the awakening. It is best to draw a veil over Seattle for that day. In the morning the hull of the 5548-ton steel collier *Tuckahoe* was launched from the plant of the New York Shipbuilding Company at Camden, N. J. The keel had been laid just twenty-seven days before.

The best records of British shipyards on such a vessel as the *Tuckahoe* are said to have been about seventy-five days. Delivery of the *Tuckahoe* was made in ten days after launching, which makes the time from keel to delivery only 37 days. It should be remembered that less time is required to launch a 5548-ton collier than an 8800-ton freighter, but nevertheless the Skinner & Eddy Company, whose best record to date of this writing is fifty-five days on an 8800-ton vessel, must speed up considerably to equal the showing on the *Tuckahoe*. So must any other Pacific Coast steel yard, although there are many other good ones, including several in Seattle itself.

It is not the desire of the Emergency Fleet Corporation that much prophecy should be indulged on the shipping program. The Corporation and the Shipping Board prefer to talk in terms of accomplishment. Anyway, it would be hard to predict with what frequency steel ships will be sliding down the ways of the Pacific Coast by, say, next December. But the late fall and winter climate is so mild that the efficiency of labor is not lessened. Housing is not the problem that it is around the vast new yards of the East and South. The yards are comparatively easy to reach. Cold, insanitation, squalor at home, dismal surroundings, are not constantly pulling at the arms of the



A SHIPYARD FROM THE LAND SIDE

(Within the limits of this picture the Columbia River Shipbuilding Company at Portland, Ore., is constructing four steel ships simultaneously, delivering one to the Government every thirty days)

Washington, Oregon, and California workman to the degree that they are in many industries elsewhere. So the Far West, which has averaged twenty-five steel launchings a month since January 1, should be beating that average by fall.

What a difference from 1916! The United States Shipping Board was created by the federal shipping act of September 7, in that year. There was not a single shipyard in the United States in which a Government order could be placed. The thirty-seven steel yards that did exist were in operation to what was then their fullest productivity. Work on the naval extension program alone took up seven-tenths of their capacity. The other three-tenths was taken up both then and in advance by orders from American and foreign merchant ship men.

Now there are 158 shipyard plants in various stages of completion that are building on contract for the Fleet Corporation, or on vessels the Corporation has requisitioned. The distribution is as follows:

	Steel Yards	Wood Yards	Comp'ste Yards	Concr. Yards
Atlantic and Gulf	36	47	2	3
Pacific Coast....	21	32	1	..
Great Lakes....	15	1	..	..
	<hr/> 72	<hr/> 80	<hr/> 3	<hr/> 3

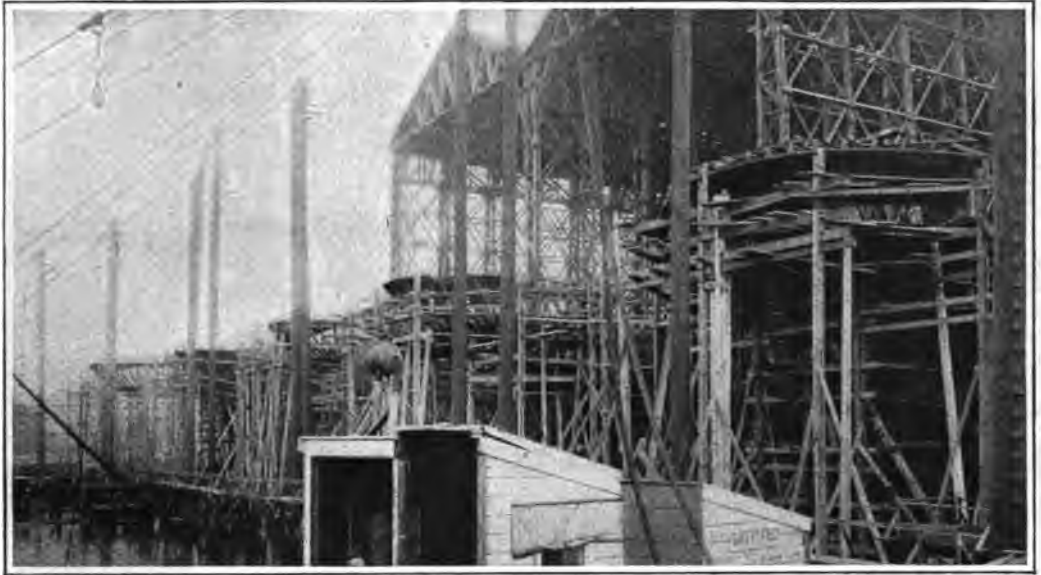
Thirty per cent. of the seventy-two steel yards and 40 per cent. of the eighty wood

yards are thus in Washington, Oregon, or California.

The total number of ways in operation or under construction and at command of the Fleet Corporation in all waters is 753, of which 398 are steel.

No less notable than the speeding up in steel construction has been that in wood in Far West yards, especially in those of Oregon. Washington and Oregon are the home of the best shipbuilding forests in use in the world,—the forests of Douglas fir. Douglas fir forests do not have to be combed over for heavy timbers as does much of the yellow pine belt of the South. Eight million feet of merchantable lumber frequently stands on 160 acres west of the Cascades, every acre of which contains heavy ship timbers. In April it was arranged to have special trains rush 50,000,000 feet of Douglas fir to the wooden shipways of the Gulf and Atlantic.

Wood shipbuilding was not almost obsolete on the Pacific a year ago, as it was on the Atlantic and Gulf. Thus Oregon, for example, has had a chance to set speed records that Eastern and Southern yards have been in no position to meet, since it has taken them the whole year to get under way and to get workmen trained and coördinated. Now that they have begun to equal the West Coast in output, they have this sort of speed record to equal:



**A SHIPYARD FROM THE WATER SIDE**

(The Skinner & Eddy plant at Seattle, Wash., showing the sterns of five large-sized standard steel vessels, all under construction at the same time)

Last winter the Grant Smith-Porter Shipbuilding Company, of the Willamette River, launched the hull of the wood steamer *Wakan* in 51 days. That time was said to be a world's record. On April 24 the company broke its own record by launching the hull of the *Caponka* in 49 days. From February 17 to April 24 (57 working days), ten hulls were launched by this firm, five of which were launched in April. Each was of 3600 tons, deadweight. The yard has now eight ways, of which only three have been used twice.

On May 1 the Supple & Ballin Shipbuilding Corporation of Portland wired the Emergency Fleet Corporation to say: "Our crew on hull 232 broke a record by assembling and placing all full frames, 79 in all, in 44 hours."

Oregon leads the United States in the number of wood hulls launched under the Fleet Corporation program, with eighteen out of thirty-three.

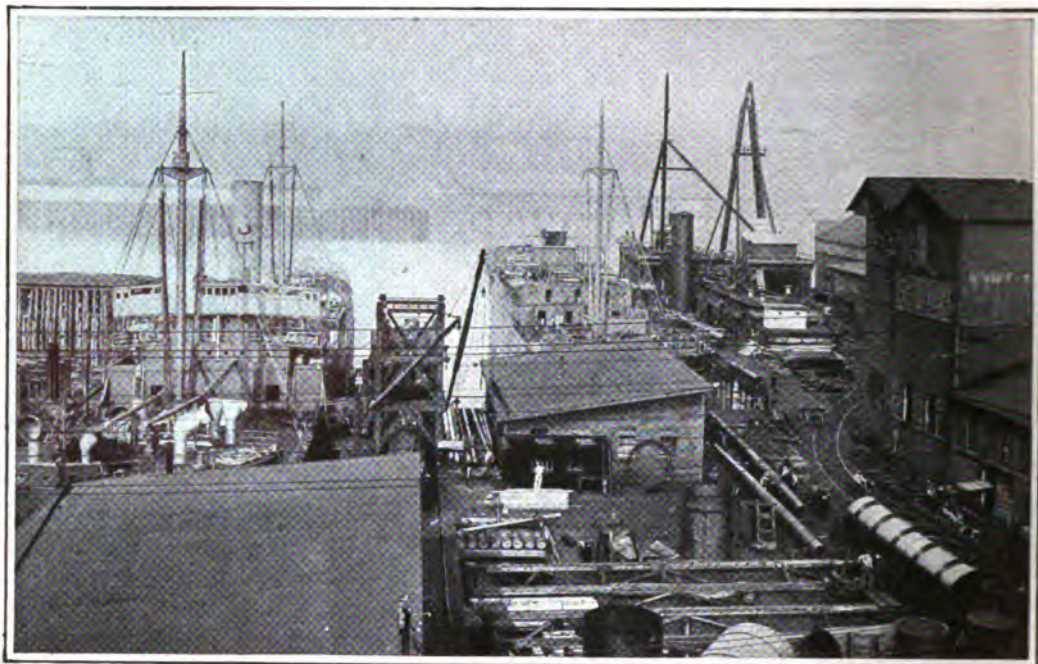
There is money abroad to back up the claim of the West Coast wood shipbuilders that they can beat all comers for speed, workmanship and efficiency. When Meyer Bloomfield, head of the industrial department of the Fleet Corporation, returned late in April from a five weeks' inspection of Pacific yards, he brought a \$10,000 certified check from a Willamette River yard and a \$10,000 certified check from a Washington

yard that they could build more wooden ships, and faster, than any shipyard in the country. One of the checks was from the Grant Smith-Porter Company.

The Fleet Corporation has, in all, contracted for 584 wooden vessels and about 100 seagoing tugs. Nearly 400 of the wooden vessels are to be of the Ferris type, of 3500 tons. One hundred and forty are to be of 4700 tons. The tugs are to be used principally to haul oil barges from Tampico to the Gulf ports and coal barges along the New England coast, where there is a great shortage of carriers from Hampton Roads to the industrial districts of the North.

The West Coast wood shipyards that have Government contracts are distributed as follows: In Washington—Bellingham, Salmon Bay (near Seattle), Seattle, Tacoma, Aberdeen (on Grays Harbor), and Willapa Harbor (the Willapa Harbor towns are South Bend and Raymond). In Oregon—Portland and St. Johns (on the Willamette); Columbia City, St. Helens, and Astoria (on the Columbia); Tillamook (on Tillamook Bay); North Bend and Marshfield (on Coos Bay). The last two, while in Oregon, are in the California district. In California—Rolph and Humboldt Bay (northwest California), Benecia (thirty miles from San Francisco), and Wilmington (in Los Angeles county). There is thus a string of yards along 1500 miles of coast.





"FITTING OUT" STEEL VESSELS AFTER LAUNCHING

(In six months this yard—the Willamette Steel Works, at Portland, Ore.—turned over to the Government five vessels of 8800 tons each. The ship at the right was receiving its stack when the photograph was taken. Both are having engines and boiler installed)

As in the case of steel ships, prophecy is not wanted as to wooden achievements. But the launchings for the first five months of this year have about equaled those for the whole of 1917.

The Norwegians, who have been among the heaviest losers through submarine warfare, have placed orders for more than 100 wooden motorships with Pacific Coast firms. The United States Shipping Board permits only wooden motorships and wooden steamers to be built for Norwegian firms, and even these of restricted tonnage. After the war, Norwegians are expected to have much business for both steel and wooden yards of the Pacific, so that the great shipbuilding industry built up with the able supervision and farsighted encouragement of the great chairman of the Shipping Board, Edward N. Hurley, is likely to endure for years.

The writer purposes to make a brief and frank analysis of the causes of increased efficiency in West Coast shipyards. Obviously output has grown greatly, but the reasons are not generally understood, or else there has been too much generalization upon some single reason. All generalizations are dangerous when each man's mind works a little differently from the minds of his fel-

lows, but the causes may probably be classified as follows:

1. Increases in wages.
2. Practise, which "makes perfect."
3. Public opinion.
4. Certain realizations that finally came to a majority of the workers themselves.

Discussing these causes in order:

1. In findings rendered on November 4 and December 10, the Shipbuilding Labor Adjustment Board established a minimum scale for journeymen, specialists, helpers, laborers, engineers, firemen, and, in short, all skilled and unskilled labor in the Pacific Coast yards. (Note: Much more recently the Board has established scales similarly in the Atlantic, Gulf, and Great Lakes yards.) To the scale so fixed, 10 per cent. was later added, collectible only when the shipbuilders had put in six consecutive days in the pay week.

Counting in the 10 per cent., the lowest paid men are common laborers, who get \$3.58 a day. Next lowest paid are machinists', pipefitters', shipfitters', electrical workers, and molders' helpers, who get \$3.96 a day, or \$102.96 for a month of twenty-six working days.



**THE KEEL OF A WOODEN SHIP**—A SINGLE PIECE OF TIMBER 116 FEET LONG, 20 X 24 INCHES ACROSS THE END  
(This wonderful piece of Oregon fir—from the Monarch Lumber Mills at Portland—is one of hundreds that are coming out of the Western woods, not only for Pacific Coast shipbuilding but also for yards on other coasts)

From \$3.96 a day, the scale rises through \$4.29, \$4.40, \$4.67, \$4.95, and so on, each paid to specific classes, until a wage is reached that is drawn by some twenty numerous and important crafts, as follows: Machinists, molders, blacksmiths, anglesmiths, pipefitters, angle and frame setters, pressmen, boiler-makers, shipfitters, riveters, chippers and caulkers, acetylene welders, electrical workers, stationary and operating engineers, etc. These men get \$5.78 a day, or approximately \$150 a month. One hundred and fifty dollars a month is the salary of the average high-school principal on the Pacific Coast, of the managers of moderate-sized stores, of hundreds of bank cashiers. It is above the average paid on university faculties, and equal to or above the average paid that so-called upper 10 per cent. of men who wear white collars all day. In Seattle, Portland, and San Francisco, last Christmas, it was the shipbuilder's wife and daughter who gave jewelry stores better business than they had even in the real-estate boom.

Nor is \$5.78 the highest money paid by any means. Thereafter come the \$6.05 men and the \$6.60 men. The former are certain workmen on cables and cranes and steam and electrical operators in power houses, in the Puget Sound district; and the latter are coppersmiths, sheet metal workers, bitumastic painters, flange turners, loftsmen, and

certain types of engineers. Six dollars and sixty cents a day is \$39.60 a week or \$171.60 a month.

Good wages, steady employment, comfortable working conditions, and a belief that he is not enriching his employer unduly at public expense, tend to make workers contented and to boost up their output.



**THE HULL OF A WOODEN SHIP**  
(Under construction at Seattle)





THE LARGEST CONCRETE VESSEL IN THE WORLD—THE "FAITH"

(Built more or less as an experiment by the San Francisco Shipbuilding Company, at Redwood City, Cal., for private ownership, but so successful on her trial trip that the Government immediately decided to establish several other yards in mild climates for the construction of "stone" ships. The *Faith* is a 7900-ton steamer, thus comparing favorably in size with the Government's standard 8800-ton steel vessels. The standard wooden ships are of 4500 tons displacement)

2. There were far from 280,000 laborers and skilled mechanics in shipyards in the United States when we declared war on Germany. (Note: There were 44,926 on April 1, 1917.) There were far from 92,000 on the Pacific Coast. Many of the 92,000 have had to learn the craft. House carpenters have had to be adapted to ship carpentry. Plain farmer boys of a mechanical turn suddenly became union artisans,—only supposedly and by courtesy skilled mechanics last fall, but now, in May, really skilled in many instances. The learning of the business is contributing much to swelling the steel and wooden output. The originally unskilled of the workers should always be grateful for the privilege they have had of learning shipbuilding at Uncle Sam's expense.

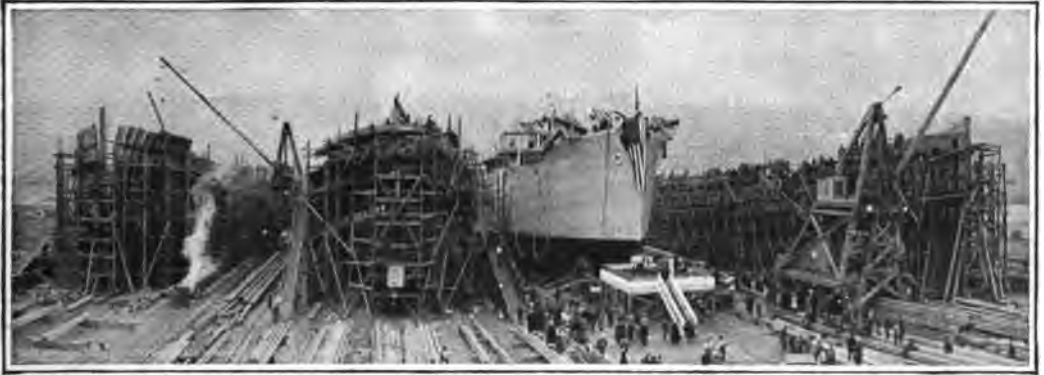
3. The people of the Pacific Coast were led to believe last fall that silent sabotage was prevalent in the shipyards. The newspapers did not print restriction-of-output stories: the newspapers were uncommonly careful not to stir up class strife: but the word was passed from mouth to mouth. In January a San Francisco magazine made hideous charges against those whom it termed "The Bolsheviks of the West." The author was promptly accused by the shipbuilding unions of being a German propagandist. Feeling in January on the Pacific Coast was higher than safety permitted. Sons and husbands were going daily to war, and the population had at last learned that their relatives could not win without ships. This

public opinion found little expression in print, but in those many and indefinable ways that public opinion exerts itself, it got to the shipyards and influenced the men. For there is little question that among discontent over wages, hostility toward the employing class, the insidious suggestions of the I. W. W., union difficulties, and failure to realize clearly what it was all about, restriction-of-output was being practised by thousands of men in Pacific Coast yards. Silent sabotage has steadily decreased since last December.

4. For a final reason that is greater than any of the three given, Far West labor is to-day more efficient. At last it understands. It understands what German rule would mean; that the doctrine of the I. W. W. in America can produce only what was produced in Russia; that the employer, while making more than he would under an ideal, socialistic régime, is not profiteering as ordinary present-day business goes; that the shipping program is a tangible thing with a tangible purpose, and that it is the program of the United States, and that the tangible purpose is winning the war.

The shipyard worker wants to win the war now. Many a man who sneered at the Government six months ago no longer says it is someone else's war. The tricks of the henchmen of Fritz are seen. The man who utters disloyalty is likely to get a blow, a coat of tar, a rail ride. It is in the shipyard as it is in the staid Middle West farming town.

Too broad a generalization should not be



**BUILDING FOUR STANDARD WOODEN SHIPS SIMULTANEOUSLY—AT A NEW YARD NEAR SEATTLE**

(The photograph shows a portion of the Patterson-MacDonald shipbuilding plant, on the occasion of launching the *Bellata*)

made by the reader here. There are disloyalty, laziness, restriction-of-output, inefficiency, dourness, in Western shipyards yet, but the proportion of it to the proportion of it nine months ago is best stated by a citation of the time records then and now. The hateful attributes mentioned exist everywhere; perhaps they are not wholly absent even from Government offices in Washington, or from Congress.

It was not possible that the so-called middle class of business men and farmers, the American "intelligencia," should see the German and the predicament of the world in one way, and the equally intelligent and equally

well-informed artisan class see them the opposite way. In the main now in the West, both classes believe alike. When the flag of the United States Shipping Board was raised over all yards under the board's jurisdiction, not long ago, these words were read from Chairman Edward N. Hurley:

And some day, when this war is done and German despotism has been destroyed, it will be not only our army and navy who will pass in glorious review before our nation, but also it will be the shipbuilders of America to whom our gratitude is shown,—the shipbuilders who worked with full and untiring endeavor through many days and months in order that the ocean might be bridged and civilization be preserved.



**FITTING OUT THREE STANDARD WOODEN VESSELS AT THE SUPPLE-BALLIN YARD, PORTLAND, ORE., ONE OF THE VERY LARGE WOODEN-SHIP YARDS ON THE PACIFIC COAST**



ADMINISTRATION BUILDING OF THE UNIVERSITY OF CALIFORNIA, WHICH THIS YEAR CELEBRATES ITS SEMI-CENTENNIAL

## THE UNIVERSITY OF CALIFORNIA IN THE WAR

**O**N the declaration of war by the United States, the University of California announced that all its available resources and facilities would be devoted to the task of training men and women for active war work.

More than eighty members of the faculty have left the University for the period of the war and entered various branches of the national service. The total contribution of the University, including officers, alumni and students, numbers over 2500 individuals.

A unit of the senior division of the Reserve Officers' Training Corps was established at the University, replacing the Cadets. In August, 1917, about 1350 students were enrolled in the corps, but later the number was gradually reduced by enlistments in the service.

In October last a training school for ordnance field service was begun at the University at the suggestion of the Ordnance Department at Washington. After a course of study covering the principles of storekeeping, methods of accounting used in connection with army supplies, military organization and military law, the graduates are sent to United States arsenals for further work.

Early in 1917 a United States Army school of military aeronautics was estab-

lished at the University. Temporary buildings have been constructed, and the school has grown from its original maximum capacity of 200 to more than 600. The course is of twelve weeks duration and is the first of three steps in the training of flying cadets as candidates for commissions in the aviation section of the Signal Corps. A class is graduated each week and transferred to a flying school for actual training in the air.

The University Extension Division gives at San Francisco a course preparatory for naval and merchant marine service. The men receive instruction in navigation, nautical astronomy, naval regulations, seamanship, ordnance and gunnery. These courses are repeated every eight weeks.

In the campaign for increasing crop production in California the University has taken an important part through its College of Agriculture. Surveys of the State's resources and food supply, as well as labor conditions, have been conducted and much important work has been carried on by means of the county farm advisers. Meanwhile a University Department of Home Economics has instituted a course in General Food Conservation. More than 600 women students have been enrolled in this course.





LIGHT, ELASTIC AND STRONG—THE SPRUCE FRAMEWORK OF AN AIRPLANE

(An average of 2000 feet of selected spruce lumber is required for each airplane, nine-tenths of which is waste. Next to the long pieces conspicuous in this picture, the upright "struts" are most important. The machine shown above is one of the Government's mail-carrying airplanes, beginning its first flight from Washington to New York)

# PRODUCTION OF AIRPLANE SPRUCE

BY WILSON COMPTON

**I**N TEN billion feet of Sitka spruce timber—in the States of Washington and Oregon—lies the answer to the demands of the gigantic aircraft program of the Signal Corps. Spruce is the most satisfactory wood known for airplane construction. It possesses in marked degree the properties of lightness, hardness, and freedom from brash. It is highly elastic and resistant to rupture.

Nearly 70 per cent. of all the spruce lumber manufactured in the United States comes from the Eastern States, especially from New England. But the red spruce of the East is comparatively small. Airplane stock must be straight-grained and free from defects. Long pieces are necessary, and these the East has been unable to supply in large quantities.

The insistently growing demand for airplane lumber has

recently forced a modification in the specifications and required sizes. It has been found that from small, clear boards, laminated by a process of overlapping and splicing, called "staggering of joints"—held together by wooden dowels and an elastic glue made of cottage cheese—long pieces

may be secured that stand a strength test equal to that of a whole board. The small, straight, clear pieces to be had from Eastern spruce may thus be joined into longer, heavier pieces of the specifications required in airplane construction.

It has been demonstrated that Douglas fir, of which there are almost 1000 billion feet, board measure, in the Pacific Northwest, is suitable for parts of the frame of the airplane wings which are not subjected to the most severe strains. The Fir Production Board (recently organized



SPRUCE TREE FOR AIRPLANE STOCK  
(Diameter,  $11\frac{1}{2}$  feet; 110 feet to first limb).



"BUCKING" A SEVEN-FOOT SPRUCE

in behalf of the needs of the Emergency Fleet Corporation, the Aircraft Production Board, and the Army and Navy) is contributing materially to the supply of airplane woods. Also in Alaska there are great forests of Sitka spruce. But of total stand, of approximately 18 billion feet, probably not more than 6 per cent. is suitable for airplane stock, and of this only a relatively small proportion is now readily accessible to transportation facilities. Port Orford cedar has been found suitable in aircraft construction, and small quantities of this wood are available in the Pacific Northwest and in British Columbia. But Sitka spruce is the mainstay of the aircraft program.

Spruce trees stand in small pockets or clusters in Southwest Washington and Oregon. Elsewhere in the Pacific Northwest they are scattered and frequently inaccessible. Of the 11 billion feet of spruce timber standing in these two states, about three-eighths, or 4 billion feet, is reasonably accessible or to be made accessible at relatively small expense by short extensions of existing

railroads and by tap lines extending into the woods. One-fourth of the spruce is in comparatively large, dense stands. But extensive railroad construction over difficult ground would be necessary to reach these. The remainder, nearly 4 billion feet, is scattered, inaccessible, or of low grade.

#### SPRUCE REQUIREMENTS

The monthly requirements of spruce airplane stock from the Spruce Production Division of the Signal Corps are more than 11 million feet. But were the supply available, the British Government alone would gladly take more than that amount. All contracts formerly held by the Allied Governments for airplane spruce from the Northwest have been cancelled or taken over by the United States. The requirements of the Government and of the Allies are "pooled," and the production of all airplane spruce is now controlled by the Spruce Production Division of the Signal Corps. The present "requirements" of spruce are therefore limited only by the producing capacity of the spruce forests. It had been estimated that the production of airplane stock during April would be from 10 to 12 million feet. But the actual output has been much less. It is expected, however, that a monthly production of from 15 to 20 million feet of airplane spruce can be eventually achieved. At 2000 feet of spruce for each airplane, this eventual pro-



GETTING LOGS OUT OF THE FOREST BY MOTOR TRUCK

(Formerly, a logging camp had to be located near a railroad or a stream. Now the automobile is opening up hitherto inaccessible portions of the great forests of the Northwest)



gram of spruce production calls for material sufficient to build 10,000 airplanes a month.

Ten months ago the Allied Governments were competing for Western spruce. Large contracts were let at prices sometimes as high as \$250 per thousand feet for select stock. But shortly thereafter, by joint arrangement between the spruce manufacturers and the representatives of the Signal Corps, the Aircraft Production Board, and Allied purchasing commissions, the price was set at \$105 per thousand feet. Substantially the same price is still maintained, although higher or lower prices are being paid for special stock. At the same time, uniform specifications for airplane spruce have been determined. This has tended to simplify and to standardize the production program. The spruce manufacturers generally have coöperated heartily in these arrangements.

In the Pacific Northwest from 12 to 15 per cent. only of the lumber secured from good spruce trees can be converted into suitable airplane stock. It is estimated that, on the average, 2000 feet of such stock is required for one airplane. But a finished plane rarely carries more than 200 feet of lumber. So the material which actually enters into the airplane constitutes from 1½ to 2 per cent. of all the lumber cut from a given spruce tree. The so-called "side lumber," in great volume, has been piled up in the saw-mill yards. There has been little market for it and, until recently, few cars to move it. But it has sometimes seriously interfered with the efficient operation of Western spruce mills.



A TYPICAL SPRUCE FOREST IN OREGON

(The Sitka spruce is one of the largest trees, often attaining a height of more than 300 feet and a diameter 7 or 8 feet)

To air-dry airplane spruce requires almost two years. Obviously, therefore, some means had to be devised for artificial seasoning. Kilns capable of drying spruce pieces within periods of from four to thirty days were offered to the Government. The Forest Service and private enterprises have devoted the services of their experts to securing a practicable device. Congress has made large appropriations for that purpose. As a result, airplane stock to-day is loaded in cars for shipment to Eastern factories within two weeks from the time that it stood on the stump. There is a steady eastward stream from the spruce cut-up plant opened in February at Vancouver, Washington, where the big fitches coming from the mills and the riving camps in the woods are cut to grain, trimmed to specifications, and bared of defects. All this takes less time than the transportation.



SPRUCE "CANTS" AFTER "RIVING," OR SPLITTING—READY TO BE HAULED TO THE SAWMILL

(At one of the camps of the Warren Spruce Company, Raymond, Wash. Lieut.-Col. Bull is the army officer shown in the picture)



A MODERN LOGGING CAMP IN ONE OF THE GREAT AIRCRAFT SPRUCE DISTRICTS OF WESTERN WASHINGTON

#### THE OPERATING ORGANIZATION

Never, perhaps, in American industry has there been a closer approach to absolutism than exists to-day in the control of the spruce forests and mills of the West Coast. Last fall the Signal Corps undertook not only to *control* the spruce lumbering operations but to do the *operating* itself. The Spruce Production Division, headed by Colonel Brice P. Disque, was organized for the one specific purpose of producing airplane spruce. To-day there are approximately twelve thousand officers and men in this Division, attached to Vancouver Barracks. The officers, as a rule, are experienced lumbermen. The enlisted personnel consists chiefly of volunteer lumberjacks and mill hands. Then there are expert foresters and engineers.

Labor troubles and disloyal propaganda among the loggers and mill men had been causing curtailment of production in the spruce and fir regions when Colonel Disque took hold. But divided loyalty was quickly combated by 65,000 volunteer woods workers who formed the Loyal Legion. Disloyalty was disposed of in the rough but effective way characteristic of the lumberjack of the West. Red tape was heeded quite as much by them as it was by Colonel Disque.

When the Spruce Production Division took charge of spruce operations it faced a turbulent labor situation. Now, a few months later, the workers are satisfied, with shorter hours, higher wages, and better living conditions. But vigorous and unusual action has been necessary to bring this about. Even the minute details as to living conditions are strictly regulated. The basic eight-hour day has been operative since March 1, 1918. Time and a half for overtime is paid. No crew works more than six days a week. Common laborers are paid 45 cents an hour, semi-skilled workers from 55 to 65 cents,

and skilled labor in the woods and mills as much as 90 cents. A uniform price to be charged for board is fixed. No one shall receive free board except the cooks. Bed linen shall be changed not less frequently than once a week. Colonel Disque may determine how many pillows each man shall have, how long the sheets shall be, and whether the second or the first engineer is to have a red or a brown blanket.

#### PROGRESS IN SPRUCE PRODUCTION

When the Government assumed control of spruce production, the average monthly output in the Pacific Northwest was about two million feet. This was not one-fifth of the quantity required. Production had to be increased. Expansion by usual gradual development was inadequate. It was thought that railways into the forest could not be built rapidly enough. So Colonel Disque started to "rive" or split selected trees, drag them out of the woods, load them on trucks and cars, and send them to the cut-up plant. Meanwhile, 224 saw mills and fifty-seven logging camps, controlled by the Spruce Production Division continued to manufacture airplane spruce as fast as the logs could be procured.

For several months the process of riving spruce trees has been continued. It has been stimulated by bonus offers. But it has not produced spruce in satisfactory quantities. Heavy expenditures have been made in building roads so that trucks and teams might reach distant stands of spruce. In one instance, more than two miles of planked road were built in order to reach eighty trees. The expenditure of labor, time, and money in riving spruce has been disproportionate to the results achieved.

But fortunately new logging railroads have meanwhile been constructed. More than one billion feet of spruce, otherwise in-

accessible, have been already opened up by the building of nearly 100 miles of line. There is an abundance of spruce timber. Increased production is assured as new rail lines are built. Labor troubles have been courageously and promptly corrected. Working conditions have been improved and standardized.

Riving of selected spruce trees has not been as successful as had been anticipated.

It is to be expected that every energy is to be devoted to making accessible the great spruce forests yet untouched. Experience, although brief, has been an effective teacher. If the control of spruce production shall follow the experience and counsel of lumbermen whose lives have been spent in the manufacture of spruce, the outcome of this gigantic public project will be looked forward to with confidence.

## THE MAN WHO HEADS THE "SPRUCE DRIVE"

BY SAMUEL H. CLAY

**C**OLONEL BRICE P. DISQUE, commanding Spruce Production Division, Signal Corps, U. S. A., red-tape cutter, record smasher, result getter, began his education in the city schools of Cincinnati. After Dewey had become the lord of Manila Bay by right of conquest and Sampson and Schley had made the rout at Santiago, young Disque heard his country's call and volunteered for service in the Philippines. Here he soon won a lieutenant's commission and for two years continued to do his part in pursuing Aguinaldo and putting down the insurrection. He continued in the Army and as things go in the army was promoted until he reached the rank of Captain.

Having veins filled with red blood he could not stand the slow humdrum of peacetime army life and in January, 1917, he resigned his commission and retired to private life. While in the army, however, he took advantage of his many opportunities to learn how to do things, studying problems of supply and transport, serving as instructor and in one instance performed the task of building a water main five miles long, purchasing the pipe, superintending the digging of the ditch in which to lay it, laying it, covering it, connecting 300 spigots or faucets and turning on the water—all in the short space of thirty hours. This is a sample of the kind of training which Uncle Sam has been giving the officers in his small but thoroughly efficient peacetime regular army.

When Colonel Disque left the army he accepted the place of acting warden of the Michigan State Prison, which among like



COLONEL BRICE P. DISQUE  
(Head of Spruce Production, Signal Corps, U. S. A.)

institutions is remarkable inasmuch as it is self-sustaining.

When this country made her declaration to enter the war in April last year, retired Captain Disque at once offered his services to his country. His offer was accepted and he was made a Lieutenant-Colonel and assigned to the Signal Corps.

During last summer, after the War Department had mapped out its plans and its vast aerial program, the Spruce Production Division of the Signal Corps was created for the purpose of speeding up the pro-

duction of spruce lumber, no substitute for which having been found combining strength, toughness and lightness in the proper balance for the construction of the wooden parts of aeroplanes. Because the officer in charge of this work would be in command of a Division, the Government raised the Lieutenant-Colonel to the rank of Colonel and ordered Colonel Disque to proceed to Portland, Oregon, establish his headquarters and get out the amount of spruce required for the stupendous air fleet.

Even the Government had little conception of the task imposed—that of trying to do in one year what it has taken other nations thirty years to do. But not only has this been done in less than a year but the history of this division has been one of daily record-smashing and achieving even greater things than those demanded.

When Colonel Disque came to Portland, in September, 1917, he found practical chaos, the Government's work in charge of an inspector of spruce and his assistant who were simply submerged in the enormous volume of business which flowed into the office since the time of its opening; he found the mill owners and lumber operators almost in total ignorance of the rigid requirements for airplane spruce; the mills unequipped with proper machinery to do the necessary work and the workmen themselves in the forests filled with unrest and discontent. It meant the bringing about of a veritable revolution in the industry.

#### LOYALLY SUPPORTED BY THE LOGGERS

At an informal dinner given him by some of the principal men interested in the lumbering industry shortly after his arrival in Portland, he was asked what he conceived to be the principal obstacle in the way of success; and his reply was, the labor situation. He said that the question of the proper relation between employer and employee must be amicably adjusted and settled before any hope of success could be entertained. In the course of the discussion which followed he gave it as his opinion that the movement known as the I. W. W. was more of a bug-a-boo than a reality; that he knew of but little attempt at sabotage among the workmen and that when the men were appealed to upon the basis of love for their country and were shown how vital their work was and would be to the successful outcome of the Government's plans they would fall into line and do their full share.

When the time came the men met him more than half way and looked upon him as the one who had their best interests at heart and with unswerving trust and confidence they placed the decision of the question of their rights in his hands unqualifiedly; but more of that in detail later. On the other hand while most of the operators gave him hearty coöperation in a number of cases he was met with not an open, but a quiet, sullen resistance from several of the operators.

Although he believed that the I. W. W. agitation was more the blatant "hot air" of soap-box orators in the logging-camp bunk houses, Colonel Disque proceeded to make his cause secure from surprise from this or any other like source. He decided to appeal to the patriotism of the loggers and workmen in the mills and requested the War Department to detail a number of officers to him to work in the logging camps as organizers of a counter movement to the I. W. W. This movement was given the formidable name of the Loyal Legion of Loggers and Lumbermen. The Administration sent 100 officers to report to Colonel Disque, who in turn sent many of them out into the woods with instructions to organize locals among the men wherever there was lumbering activity west of the Cascade mountains. The first local of the Loyal Legion was formed at Wheeler, Oregon, on the day after Thanksgiving, 1917, November 30. There were 110 men working in the mill at this place and the local was formed with 110 members. Since that time the movement has grown until to-day there are actually organized more than 500 locals having a membership of 65,000 members with more being added every day.

#### ESTABLISHING THE EIGHT-HOUR DAY

It would be a more than difficult thing to go into any industry in this nation to-day and find a more united, unified body of workmen working with a single aim and purpose, that of producing results, and they know that their work with saw and axe in the woods of the Pacific Northwest is just as vitally important to-day as that of the bravest Yankee shouldering a rifle in the front-line trenches in France.

On February 27, 1918, Colonel Disque called a conference of the operators to consider the chief demand of the men—that of establishing the basic eight-hour day. When the conference assembled, containing men who represented practically the entire lum-



ber trade of the Northwest, Colonel Disque found it impossible to be present until late in the day, returning from an important trip outside the city. Without removing the stains of travel he immediately entered the conference which after having threshed over the problem for the entire day was no nearer the solution than before meeting. His very presence seemed to bring order out of chaos and almost in the twinkling of an eye a resolution was adopted which placed in his hands without reservation or recall the matter of deciding whether or not the eight-hour day should be granted.

#### BRINGING OPERATORS AND LABORERS TOGETHER

The commanding officer accepted the charge and retired with a committee and together they worked until midnight, when he announced that he was ready to make known his decision to the operators. The conference was reassembled and he stated to these men, many of whom had confronted this same question for years and to whom the granting of the request of the workmen was almost like the confiscation of their property, that he had decided that the eight-hour day should obtain and that it should be put into effect beginning with March 1, 1918.

A motion was made to accept his report and, with a single dissenting vote, the lumber operators of the Northwest, amid wild scenes of jubilation and patriotic fervor, to a man arose and agreed to stand by their word to follow any decision Colonel Disque might make.

A resolution of confidence was then adopted by a conference of delegates representing the locals of the Loyal Legion.

Less than three hours after this resolution was passed, Colonel Disque's announcement of adjustments had been incorporated in an official bulletin and was being sent out to every logging camp and mill under the authority of the War Department and with the full force and power of the United States Government back of them to enforce their observance.

Many of the delegates had come instructed to be on guard to protect the rights of the workmen, but through the foresight and straightforward honesty of Colonel Disque they soon discovered that he was their friend and that their interests had already been guarded and protected even beyond their fondest hopes and desires.

Just two days after this conference, the

lumber and mill operators of the entire eastern part of the Northwest came to Portland and, following the lead of the other operators and the laborers, placed all labor questions concerning their camps and mills in Colonel Disque's hands for settlement and adjustment, and by this act every section of the lumber industry of the entire Pacific Northwest has come into the great drive.

#### WHAT HAS BEEN ACCOMPLISHED TO DATE

Colonel Disque has shown the operators how to get out the spruce in the shortest possible time and with the minimum of expense and secured their whole-hearted coöperation.

He has built here and there eighty-seven miles of logging roads and contracted for and opened up enough spruce to supply the present needs of this country and its future needs for eighteen months to come.

He has reduced the overhead cost of spruce production from the commission formerly paid eastern brokers of from \$5 to \$15 per thousand feet to the small cost of \$1.34 per thousand feet.

He has increased production until in February twice as much finished stock went East as in November and four times as much as in the month he took charge. Through the work of his technical department in the improvement of the specifications the production of desirable airplane stock was increased in February 11 per cent. over the January figures. The time of moving the product across the country has been cut to ten days as compared to the time of fifty days formerly required.

By the building by the Government of a cut-up mill at Vancouver, Washington, at a cost of \$250,000 in the record-breaking time of forty-five days, there has been effected a saving of 75 per cent. in the number of freight cars required to move the stock East, a total of about 3000 cars in a year's time.

Through organizing a priority department, he has secured equipment for not only spruce production but for the fir industry as well of \$1,000,000 worth of wire cable, \$1,500,000 worth of logging engines, \$750,000 worth of steel rails and other essentials the operators were unable to secure for themselves.

He has secured the services of 10,000 drafted men from the new National Army, 6000 of whom are actually working in the woods for the same pay and under the same condition as the civilian loggers. This he has done also without antagonizing civilians.





# THIS MONTH'S SOLAR ECLIPSE

**N**O spectacle provided by Nature is more impressive than a total eclipse of the sun. This fact is not generally realized by persons who have never seen one, because their idea of such an event is, as a rule, based upon the relatively commonplace phenomenon of a partial solar eclipse or upon the equally tame spectacle of a lunar eclipse. With favorable weather, the impression produced by the sudden failing of the light of day just before totality, the weird sunset colors around the horizon, the appearance of the brighter stars and planets, and the lovely wispy glow of the corona, spreading outward from the sun's border—all features of a total as distinguished from a partial solar eclipse—is one that can never be forgotten.

The eclipse of June 8, 1918, will be total for the brief period of from one to two minutes along the center, and for an instant along the border, of a strip of territory in the United States nowhere more than 70 miles in diameter, but extending all the way from the Pacific coast of the State of Washington to the Atlantic coast of Florida. The scene to be witnessed within this narrow path of totality will (except where cloudy weather intervenes) be incomparably more interesting than the partial phase of the eclipse visible in other parts of the United States, and will amply repay a long journey on the part of persons living outside the favored zone.

On the date in question the moon passes between the sun and the earth, and the tip of her long conical shadow, extending out into space, sweeps over our globe from a point in the Pacific Ocean south of Japan eastward to the Bahama Islands. The shadow travels from Washington State to Florida in 47 minutes. It should be noted, however, that clock time is two hours faster in Florida than on the Pacific coast; thus the shadow arrives at the mouth of the Columbia River at 3:55 P. M., Pacific Summer Time, and at Orlando, Florida, at 6:41 P. M., Central Summer Time.

Another point to be noted is that the sun will be much higher in the heavens during the eclipse at Western than at Eastern stations. This fact, together with the greater duration of totality in the West (2 minutes

on the central line at the Pacific coast, as compared with 50 seconds at Orlando, Florida), and better prospects for clear skies, explains why most of the scientific expeditions sent out to view the eclipse will seek westerly stations.

The climatic conditions are especially important, and nowadays astronomers take great pains to select stations for eclipse observations where the weather records of past years indicate the best chances for propitious weather. At the instance of Professor Todd of Amherst, volunteer observers have been keeping records of cloudiness all along the path of the coming eclipse for the past six years, and these data, together with the regular records of the Weather Bureau, indicate a strong probability of clear weather at such places as Goldendale, Wash., Arlington and Lexington, Ore., Cambridge, Idaho, Cheyenne Wells, Colo., Coldwater, Kans., and Alva, Okla. Altogether there are about eighty towns within twenty miles of the central line of totality and as many more within the borders of the track. The city of Denver, which is the site of the large Chamberlin Observatory, lies only eight miles from the middle of the totality belt, and will be a Mecca of astronomers and laymen.

Not until the year 2017 will another total solar eclipse be visible over so large an area of this country, and it is rare that an eclipse track anywhere in the world offers so great a choice of accessible sites for observing stations. Under normal conditions the forthcoming event would have attracted many scientific expeditions from abroad, but, owing to the war, none are expected, while even the majority of our American observatories are so busy with war work or so disorganized by existing conditions that they are unable to send parties to the track of totality. The principal exceptions are the Alleghany and Yerkes observatories, which will send parties to Denver; the Mount Wilson Solar Observatory, which is occupying a station at Green River, Wyo. (where a second party from Yerkes will also be located); the Lick Observatory and the U. S. Weather Bureau, which will make observations at Goldendale, Wash.; the U. S. Naval Observatory, which is sending a large expedi-

tion to Baker City, Ore.; and the Astrophysical Observatory of the Smithsonian Institution, which will have a party at either Lakin or Hartland, Kansas. A few other expeditions will be in the field.

Apart from the ordinary routine of eclipse observations it may be noted that the Naval Observatory, and perhaps other institutions, will endeavor to secure moving pictures of the solar corona; attempts will be made to determine the rotation of the corona by means of the spectrograph; and photographic

plates stained with dicyanin (a new process) will be used to obtain more complete records of the "flash spectrum" than have hitherto been obtained. The problem of paramount interest in this eclipse, however, will be to test the Einstein principle of "relativity," now so prominent in science, by ascertaining whether the light from the stars is subject to deviation by gravitation when passing close to the sun, as the new theory requires. Many photographs of the stars near the eclipsed sun will be made for this purpose.

## OUR NEW NATIONAL PARKS

BY CHARLES FREDERICK CARTER

**S**INCE January 1, 1915, four National Parks and seven National Monuments have been established in the United States and its possessions by formal process of law; others have had their boundaries enlarged or have been rendered accessible by the opening of new roads while the management of all has been so thoroughly renewed and reinvigorated that all have been made new in

effect, if not in historic fact. Public appreciation of the new facilities for recreation and, more especially, of the new spirit manifested in their administration, has been shown by an increase of more than 100 per cent. in attendance in three years, the growth being from an aggregate of 240,193 visitors in 1914 to 487,368 in 1917.

Now there are seventeen National Parks,



© By Fred H. Kiser

CRATER LAKE, NATIONAL PARK—THE LAVA SLOPES



SCENE IN MOUNT RAINIER NATIONAL PARK, SHOWING GLACIERS OF THE SOUTHWESTERN SLOPE

with an aggregate area of 6,254,568 acres, and twenty-two National Monuments, aggregating 91,284 acres, under the jurisdiction of the new National Park Service. Besides these there are eleven other National Monuments administered by the Agricultural Department and two others administered by the War Department, making a grand total of seventeen National Parks and thirty-five National Monuments. As the Director of National Park Service has publicly admitted that "the distinction between National Parks and National Monuments is not easy to comprehend," present purposes may be served by disregarding the distinction for the time being.

Rocky Mountain Park, in northern Colorado, newest but three, has already become the most popular. Established in January, 1915, and enlarged in February, 1917, it attracted 31,000 visitors during its first season. In 1917 the number of visitors had increased to 117,186, which was 12,000 more than were entertained at any three other parks, with the sole exception of Hot Springs



Photograph by National Park Service

#### GLACIER NATIONAL PARK—TRIPLE DIVIDE TRAIL

(New trails are yearly making the scenic wonders of this park more accessible to the public).



MOUNT RAINIER NATIONAL PARK—PARADISE INN

Reservation in Arkansas; but as that is a health, rather than a pleasure, resort it should not count in the present calculations. Besides, the total for Rocky Mountain Park would have been much larger if accommodations had been available. Thousands were turned away, some wearied by long automobile rides protesting volubly, but there was no help for it; for there wasn't room to spread another blanket under shelter. One hotel could accommodate only one applicant out of nine.



YOSEMITE NATIONAL PARK—THE THREE BROTHERS

One reason for Rocky Mountain Park's popularity is its accessibility, for it is only thirty hours' ride from Chicago and St.



Haynes Photo, St. Paul

"OLD FAITHFUL," THE FAMOUS GEYSER IN YELLOWSTONE PARK

Louis. The chief reason for the rising tide of travel to Rocky Mountain Park and to many other places hitherto accessible only to the few able and willing to undergo hardships has been the wonderful development of automobile transportation. Under the new dispensation all the National Parks have been thrown open to automobiles. The nearest railroad station to Rocky Mountain Park is twenty-two miles from the main entrance; but the principal station is thirty-three miles distant. A transportation company operates autos with an aggregate capacity of 350 passengers at a trip between the park and each of three railroad stations.



ROCKY MOUNTAIN NATIONAL PARK, FROM FATTOP MOUNTAIN

A fourth line furnishes a five-hour service to Denver, seventy-five miles distant, twice daily. A fleet of auto trucks hauls provisions for the hungry tourists at the rate of 60,000 pounds a day.

A very large proportion of visitors travel in their own cars. Records kept at the Government checking station at the principal entrance show that 1358 private autos from thirty-eight States entered Rocky Mountain Park in one August day in 1917.

It is only fair to say that its own attractions are chiefly responsible for the popularity of Rocky Mountain Park. Located in the heart of the snowy range of the Rocky Mountains, its area of 397 square miles is



studded with peaks from 11,000 to 14,250 feet high, some bearing on their slopes remarkable evidences of glacial action, with majestic Long's Peak, higher than the better-known Pike's Peak, far to the south, dominating them all. Panoramas in great variety, but all superb, may be viewed from hotel porches, while yet grander views may be reached over a large mileage of roads for automobiles or trails for saddle horses.

Valleys and slopes are gorgeous with three thousand varieties of wild flowers and vocal with the songs of 175 species of birds, if one who lacks time and energy to count them may believe those enthusiastic Coloradans, while the forests shelter herds of deer, elk, and mountain sheep. The wild life of Rocky Mountain Park, while possibly not so abundant as that of Yellowstone Park, is certainly more sociable. Deer and mountain sheep seem to enjoy posing for amateur photographers. One ram the patriarch of the flock, distinguished himself on two occasions by eating salt from the hand of Enos Mills, the naturalist. A beaver, one night, refused to yield the road to an auto, which, perforce, had to stop. The beaver walked deliberately up to it, looked into the headlight, smelled it and tried to taste it; but it was too tough, even for his strong teeth. At last, with a sniff of contempt he turned to the creek and proceeded about his business.

Rocky Mountain Park is the only National Park that can boast a cottage colony, and it is a literary colony, at that, its best known personages being Will Allen White and Walt Mason. It has also launched with conspicuous success winter sports, carnivals and woman nature guides who have to pass an examination to prove that they really know something about Nature.

Lassen Volcanic National Park in California includes within its area of 124 square miles the only active volcano in continental



Photograph by the National Park Service

#### THE FALLS IN YOSEMITE NATIONAL PARK

(The two falls together are half a mile high, the upper fall alone being the highest waterfall in the world)

United States, besides hot springs, mud geysers, ice caves, and other freaks dear to the tourist, majestic canyons, numerous lakes, and forests such as can be seen only on the Pacific coast. Although it had not been taken over by the Park Service and there were no hotel accommodations, there were 8500 visitors in 1917.

Mount McKinley National Park in South Central Alaska, second in size among National Parks, which includes within its 2200 square miles the highest peak in North America (20,300 feet) is also undeveloped.

The National Monuments established since January 1, 1915, are Dinosaur in Utah, a plot of eighty acres in which are deposits of fossil remains of prehistoric animals of great scientific interest; Capulin Mountain in New Mexico, a cinder cone of geologically recent formation; Bandelier, in the same State, containing a vast number of

cliff-dweller ruins and other relics of prehistoric life; Walnut Canyon in Arizona, also containing cliff dwellings of much scientific and popular interest; Old Kasaan, an abandoned Indian village in Alaska containing totem poles and other objects of historic interest; Verendrye, a commanding butte on the Missouri River in North Dakota, used as an observation station by the explorer of that name, who was the first white man to see that part of the country; and Sieur de Monts, farthest East of national parks or monuments, a mountainous area 5000 acres in extent adjacent to Bar Harbor, Maine, a very wild, rugged, romantic, and beautiful combination of mountain and ocean scenery.

Mukuntuweap National Monument, or "The Desert Yosemite," as its more enthusiastic admirers call it, in southern Utah, while established by proclamation of President Taft in 1909, was not opened to travel until last July. Although it is 105 miles from the nearest railroad station, the journey can be made in comfort in six hours running time in nine-passenger automobiles. The whole region in variety of coloring would put the proverbial rainbow to shame. The principal feature, a canyon fifteen miles long, has vertical, unscalable walls 2500 to 3500 feet high, which with adjacent peaks and domes are sculptured more marvelously and colored more brilliantly than such things are elsewhere. In April of this year President Wilson, by proclamation, enlarged the Monument and changed its name to "Zion Canyon," the original name given it by the Mormons.

Of greater interest to tourists than the newly established show places are the epoch-making improvements in the older parks.

Last year the entire concession system of Yellowstone Park was reorganized and ten passenger automobiles replaced the ancient stage coaches, making it possible to extend the conventional tour to points of interest not thitherto reached. A definite policy has been fixed tending to make the park a great summer resort rather than a region to be glimpsed in four or five days' hasty travel.

The wonderful Jackson Hole country south of the park has been opened to automobile travel, hotels have been established and enthusiastic visitors have been unanimous in demanding that Jackson Hole be incorporated in a "Greater Yellowstone."

Glacier Park has been improved by the making of trails to several spots of great magnificence. One of these leads to the summit of Swift-Current Mountain, from which the whole of Glacier Park, the plains to the east and a part of the Canadian Rockies may be seen. Still another new trail will be opened the present season to the Kintla Lake region. While Glacier Park has fewer than half as many visitors as Yellowstone Park and only a few more than half as many as Yosemite, it is also fast growing in popularity. Like Rocky Mountain Park, it is becoming known as a "repeater," visitors returning year after year and staying longer each time.

Yosemite National Park also boasts of a newly opened back-door entrance through Tioga Pass over to the eastern slope of the Sierras, thence north via Lake Tahoe to a

connection with the Lincoln Highway. Yosemite ranked fifth among the national parks last year in number of visitors.

A bill has been introduced in Congress to make the Grand Canyon of Colorado a national park.



THE GREAT TREE KNOWN AS "GENERAL GRANT" IN THE NATIONAL PARK OF THAT NAME

# LEADING ARTICLES OF THE MONTH

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## PRINCE LICHNOWSKY'S MEMORANDUM

THE text of the now famous memorandum of Prince Lichnowsky, who was German Ambassador in London at the outbreak of the war, was made public in March last in various European newspapers, chiefly the *Politiken*, of Stockholm; the *Vorwaerts*, of Berlin; and the *Neueste Nachrichten*, of Munich. The memorandum bears the title, "My London Mission, 1912-1914," and is dated August 16, 1916. Its publication has created a profound sensation throughout the world. The complete text is printed as a supplement to the May number of *Current History*, the monthly magazine published by the New York Times.

Some of the most significant passages of the memorandum relate to Sir Edward Grey's endeavors to come to an understanding with Germany in the period just preceding the outbreak of the war. Although at the time when Prince Lichnowsky went to London, in November, 1912, the Morocco question had not been fully adjusted, an exchange of opinions had taken place with regard to the renewal of the Portuguese colonial treaty and the Bagdad railway. As matters of dispute with France and Russia had been settled, Sir Edward Grey wished to come to a similar agreement with Germany.

His intention was not to isolate us, but to make us in so far as possible partners in a working concern. Just as he had succeeded in bridging Franco-British and Russo-British difficulties, so he wished as far as possible to remove German-British difficulties, and by a network of treaties—which would finally include an agreement on the miserable fleet question—to secure the peace of the world, as our earlier policy had lent itself to a coöperation with the Entente, which contained a mutual assurance against the danger of war.

Prince Lichnowsky next gives Sir Edward Grey's program in his own words:

"Without infringing on the existing friendly relations with France and Russia, which in them-

selves contained no aggressive elements, and no binding obligations for England; to seek to achieve a more friendly rapprochement with Germany, and to bring the two groups nearer together."

In order to prevent a European war developing out of the Balkan War in 1912, Great Britain proposed an informal exchange of views. Sir Edward Grey maintained from the beginning that England had no interest in Albania and would not go to war on the subject. He therefore took the part of mediator, and in the negotiations, which lasted about eight months, he nearly always took the side of Germany, Austria, and Italy and rarely took the French or Russian view.

Sir Edward Grey conducted the negotiations with care, calm, and tact. When a question threatened to become involved he proposed a formula which met the case and always secured consent. He acquired the full confidence of all the representatives.

Prince Lichnowsky shows that in the negotiations between Germany and England to alter and amend the treaty of 1898, which divided the Portuguese African colonies into economic-political spheres of interest between Germany and England, the British Government showed the utmost readiness to meet the German interests and wishes.

Sir Edward Grey intended to prove his goodwill to us, but he also desired to promote our colonial development, because England hoped to divert Germany's development of strength from the North Sea and Western Europe to the world-sea and Africa. "We don't want to grudge Germany her colonial development," a member of the Cabinet said to me.

According to Prince Lichnowsky, the amended treaty was wrecked by German intrigues.

Coming down to the discussions in July, 1914, resulting from the murder of the Austrian Archduke, Prince Lichnowsky makes it clear that Germany forced the war.

Sir Edward Grey went through the Serbian answer with me, and pointed out the conciliatory attitude of the Belgrade Government. We even discussed his proposal for intervention, which should insure an interpretation of these two points acceptable to both parties. With Sir Edward Grey presiding, M. Cambon, the Marquis Imperiali, and I were to meet, and it would have been easy to find an acceptable form for the points under discussion, which were mainly concerned with the part to be taken by Austrian officials in the inquiries at Belgrade. With good-will all could have been cleared up in two or three sittings, and a simple acknowledgment of the British proposal would have brought about a *détente* and further improved our relations with England. I therefore urged it forcibly, as otherwise a world war stood at our gates.

In vain. It would be, I was told, wounding to Austria's dignity, nor would we mix ourselves up in that Serbian matter. We left it to our allies. I was to work for the localization of the conflict. It naturally only needed a hint from Berlin to induce Count Berchtold to content himself with a diplomatic success and put up with the Serbian reply. But this hint was not given. On the contrary, we pressed for war. What a fine success it would have been!

#### "WE INSISTED UPON WAR"

After our refusal Sir Edward asked us to come forward with a proposal of our own. We insisted upon war. I could get no other answer [from Berlin] than that it was an enormous "concession" on the part of Austria to contemplate no annexation of territory.

Thereupon Sir Edward justly pointed out that even without annexations of territory a country can be humiliated and subjected, and that Russia would regard this as a humiliation which she would not stand.

The impression became ever stronger that we desired war in all circumstances. Otherwise our attitude in a question which, after all, did not directly concern us was unintelligible. The urgent appeals and definite declarations of M. Saonoff [Russian Foreign Minister], later on the positively humble telegrams of the Czar, the repeated proposals of Sir Edward, the warnings of San Giuliano [Italian Foreign Minister] and of Bolati [Italian Ambassador in Berlin], my urgent advice—it was all of no use, for Berlin went on insisting that Serbia must be massacred.

The more I pressed, the less willing they were to alter their course, if only because I was not to have the success of saving peace in the company of Sir Edward Grey.

So Grey on July 29 resolved upon his well-known warning. I replied that I had always reported that we should have to reckon upon English hostility if it came to war with France. The Minister said to me repeatedly: "If war breaks out it will be the greatest catastrophe the world has ever seen."

#### SIR EDWARD GREY STILL SOUGHT PEACE

After that events moved rapidly. When Count Berchtold, who hitherto had played the strong man on instructions from Berlin, at last decided to change his course, we answered the Russian mobilization—after Russia had for a whole week

negotiated and waited in vain—with our ultimatum and declaration of war.

Sir Edward Grey still looked for new ways of escape. In the morning of August 1, Sir W. Tyrrell came to me to say that his chief still hoped to find a way out. Should we remain neutral if France did the same? I understand him to mean that we should then be ready to spare France, but his meaning was that we should remain absolutely neutral—neutral therefore even toward Russia. That was the well-known misunderstanding. Sir Edward had given me an appointment for the afternoon, but as he was then at a meeting of the Cabinet, he called me up on the telephone, after Sir W. Tyrrell had hurried straight to him. But in the afternoon he spoke no longer of anything but Belgian neutrality, and of the possibility that we and France should face one another armed, without attacking one another.

Thus there was no proposal whatever, but a question without any obligation, because our conversation, as I have already explained, was to take place soon afterward. In Berlin, however—without waiting for the conversation—this news was used as the foundation for a far-reaching act. Then came Poincaré's letter, Bonar Law's letter, and the telegram from the King of the Belgians. The hesitating members of the Cabinet were converted, with the exception of three members, who resigned.

#### DEPARTURE FROM ENGLAND

Up to the last moment I had hoped for a waiting attitude on the part of England. My French colleague also felt himself by no means secure, as I learned from a private source. As late as August 1 the King replied evasively to the French President. But in the telegram from Berlin, which announced the threatening danger of war, England was already mentioned as an opponent. In Berlin, therefore, one already reckoned upon war with England.

Before my departure Sir Edward Grey received me on August 5 at his house. I had gone there at his desire. He was deeply moved. He said to me that he would always be ready to mediate, and, "We don't want to crush Germany." Unfortunately, this confidential conversation was published. Thereby Herr von Bethmann-Hollweg destroyed the last possibility of reaching peace via England.

Our departure was thoroughly dignified and calm. Before we left, the King had sent his equerry, Sir E. Ponsonby, to me, to express his regret at my departure and that he could not see me personally. Princess Louise wrote to me that the whole family lamented our going. Mrs. Asquith and other friends came to the embassy to say good-bye.

A special train took us to Harwich, where a guard of honor was drawn up for me. I was treated like a departing sovereign. Thus ended my London mission. It was wrecked, not by the perfidy of the British, but by the perfidy of our policy.

Of one thing Prince Lichnowsky is certain: Diplomacy would have availed, without "wars or alliances," in July, 1914, to secure for Germany the economic development that she sought. This could have been guaranteed by treaties.





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MR. BRAND WHITLOCK  
(Minister to  
Belgium)

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MR. JAMES W. GERARD  
(Former Ambassador to  
Germany)MR. HENRY MORGENTHAU  
(Former Ambassador to  
Turkey)DR. DAVID JAYNE HILL  
(Ambassador to Germany,  
1908-1911)

## REVELATIONS OF AMBASSADORS

THE reminiscences of former American Ambassadors to the courts of Europe are just now occupying much space in the magazines. Dr. David Jayne Hill, who represented the United States at Berlin in the Roosevelt and Taft administrations, is giving the readers of *Harper's* his "Impressions of the Kaiser" in a series of notable articles, the first of which appeared last month. Former Ambassador Gerard had already related his own experiences for the entire period of the war, leading up to our own break with Germany, in two significant volumes entitled, respectively, "My Four Years in Germany" and "Face to Face with Kaiserism." Meanwhile, our distinguished Minister to Belgium, Mr. Brand Whitlock, has been contributing to *Everybody's* his personal recollections and observations during the German invasion of Belgium.

Mr. Henry Morgenthau, formerly American Ambassador to Turkey, begins in the *World's Work* for May one of the most important of these series of ambassadorial revelations. In his introductory chapter Mr. Morgenthau gives the reader clearly to understand that he is under no illusions whatever regarding the real motive that lay back of all of Germany's activities in the Turkish Empire during the decade preceding the outbreak of the Great War. He says: "The world now knows, though it did not clearly understand this fact three years ago, that Germany precipitated the war to destroy

Serbia, seize control of the Balkan nations, transform Turkey into a vassal state, and thus obtain a huge Oriental empire that would form the basis for unlimited world dominion."

Looking upon the new map which shows Germany's recent military and diplomatic triumphs, Mr. Morgenthau sees the events of the twenty-six months during which he was a resident of Constantinople as part of a connected, definite story. "The several individuals that moved upon the scene now appear as players in a carefully staged, superbly managed drama. I see clearly enough now that Germany had made all her plans for world dominion and that the country to which I had been accredited as American Ambassador was a foundation of the Kaiser's whole political and military structure. Had Germany not acquired control of Constantinople in the early days of the war, hostilities would probably have ended a few months after the Battle of the Marne. It was certainly an amazing fate that landed me, a quiet and diplomatically inexperienced business man of New York, in this great headquarters of intrigue at the very moment when the plans of the Kaiser, carefully pursued for a quarter of a century, were about to achieve their final success."

The German Ambassador to Constantinople, Baron Von Wangenheim, who had been for years an intimate personal friend of the Kaiser, is characterized by Mr. Mor-



genthau as a man ideally fitted for the task of subjugating Turkey and making over the Turkish army and territory into instruments of Germany. The Baron, who was fifty-five years old when Mr. Morgenthau first met him, had given a quarter of a century to diplomatic service. He spoke German, English, and French with equal facility, knew the East thoroughly, and had the widest acquaintance with public men. He completely typified the land-holding Junker class of Germany and, of course, was a slavish devotee of the Prussian military system. From the day that he reached Constantinople, says Mr. Morgenthau, Wangenheim had one absorbing ambition. That was to make Turkey Germany's ally in the struggle that he knew was impending.

Just as Wangenheim personified Germany, so did his colleague, Pallavicini, personify Austria. Wangenheim was always looking to the future, Pallavicini to the past. Mr. Morgenthau characterizes the Austrian Ambassador as "a diplomat left over from the days of Metternich." He looked like "the old-fashioned Marquis of the Opera Comique." The Austrian was the dean of the diplomatic corps at Constantinople, and there was not a single detail of etiquette that he did not have at his fingers' ends. "When it came to affairs of state, however, he was merely a tool of Wangenheim. In this way, Pallavicini played to his German ally precisely the same part that his empire was playing to that of the Kaiser."

Mr. Morgenthau proceeds to show how the political situation in Turkey in those critical months immediately following the outbreak of the war seemed almost to have been artificially created to give the fullest opportunities to a man of Wangenheim's genius. The so-called Young Turks, who had disappeared as a positive regenerating force in Turkey, still existed as a political machine. Their leaders, Talaat, Enver, and Djemal, were as greedy for personal power as any Tammany boss. Indeed, Mr. Morgenthau notes certain resemblances between the Turkish Committee of Union and Progress and the boss system as we know it in the United States. This committee was "a private, irresponsible group of men who secretly manipulated elections and filled the offices with their own henchmen." Talaat Bey, as supreme chief, was the real head of the "organization." The men who did his bidding did not stop at assassination or judicial murder to accomplish their ends.

### Doctor David Jayne Hill's "Impressions of the Kaiser"

Mr. Morgenthau's conclusions regarding German purposes in the Near East are confirmed by the analysis of German imperial schemings for world power, contributed to *Harper's* by Dr. David Jayne Hill, former American Ambassador at Berlin.

In his first article, appearing in the May number, on "The Sources of the Kaiser's Power," Dr. Hill traces the divergence between the policy of Bismarck, as developed under the present Kaiser's grandfather, William I, and that of William II. Both men fully understood the importance of another war in Germany's program, but whereas Bismarck found the real enemy of Germany in France, the Kaiser found him in Russia.

The difference was based upon different conceptions of empire. Bismarck contemplated a Germany ultimately dominant on the continent of Europe at the least possible expense. Hence a general reduction of armaments when that position was once attained. But William II wished no such limits. He aimed at world predominance, and understood that the disarmament of Europe would terminate the necessity for kings and emperors altogether. Bismarck was planning as a Prussian statesman, William II as proprietor of the Hohenzollern dynasty. From the beginning he looked toward the East as the path of empire. It was not France but Russia that blocked the way. A permanent friendship with Russia was, in his eyes, impossible. The Balkan peninsula, the debris of the Ottoman Empire, Constantinople—these were the real pawns in the imperial game. Bismarck believed nothing of this. For him Germany's greatness would consist in drawing the Austrians into the German union; the permanent weakening of France, to be kept in conflict with Great Britain over the spoils of colonial expansion; the development of Russia on the Asiatic side; and the consequent military domination of the European continent by Germany with a minimum of cost. William II wanted as much as possible of all this, but also new territories and access to the southern waters, a route to the Far East. In 1890 this was only a vague dream, but across every vista of the vision loomed the shadow of a resisting Russia.

During those early years of the Kaiser's reign, Dr. Hill, as a student of European politics and diplomacy, was familiar with the estimate of William II placed upon him by his own people. In those years, he says, the keynote of the Kaiser's personal use of power was sounded. Bismarck once remarked: "I can hardly believe that he will ever bear to have a Chancellor with a private opinion of his own. That means a return to absolute government, which requires different qualities from those of William II." When Bismarck was reminded that he

himself had governed absolutely, he replied: "Ah! that was quite a different matter. I may have been autocratic, but I never boasted of it!"

The second instalment of Dr. Hill's "Impressions," appearing in the June *Harper's*, discusses "The Kaiser's Methods of Personal Control." Dr. Hill traces the process by which within fifteen years after taking the throne the Kaiser had been able to "weave into one solid fabric all the threads of German self-interest, until one by one the tribal spirit of the old principalities, through the exigencies of a new age, had merged them into the wider and more compact tribalism of the new German Empire."

He shows that, while professing to be at

work for the peace of the world, the Kaiser was conducting intrigues with the Russian Czar for the purpose of bringing about the isolation of Great Britain. The whole aim of the great increase in the German Navy, according to Dr. Hill, was to convince Great Britain and other maritime powers that it would not be wise to obstruct the colonial expansion of the German Empire by the protection of the weak nations from which new colonies were to be taken. Russia had been rendered temporarily powerless by her war with Japan, and a secret alliance between Germany and Russia, into which France was to be artfully drawn, would isolate Great Britain. Such was the European situation in 1905.

## A NATIONAL FLOWER

THE United States, unlike her Allies in the Great War, has no floral emblem to symbolize the national glory. In a recent number of *Science* (New York), Prof. Albert A. Hansen mentions some of the characteristics that a national flower should have. He outlines them as follows:

First, it should not be a troublesome weed in any sense of the word. A plant symbolic of our national glory should not be one that pesters and troubles the farmer; such a plant would fall far short of attaining the desired object.

Second, the plant should be native and fairly common in all parts of the country.

Third, a national flower should be easy of cultivation in all regions of the United States.

Fourth, such a plant should possess grace and beauty of both flower and leaf.

The flower that meets these conditions most completely, in Prof. Hansen's opinion, is the wild columbine. This flower is native, has never been known as a weed, and exists in every State of the Union. It is found in all altitudes and is easy of cultivation in all parts of the country. It flowers from April to July and thus on the two occasions when a national floral emblem is most desired—Memorial Day and Fourth of July—it is in bloom.

Prof. Hansen also calls attention to the fact that the generic part of the scientific name of columbine, *Aquilegia canadensis*, was applied by the botanist Linnaeus because of the resemblance of the spurs of the flower to the talons of an eagle; the Latin name for eagle is *aquila*. Thus the columbine, if adopted as our national flower, would have

something in common with our national bird. Professor Hansen says in conclusion:

A native plant of undoubted grace and beauty, the columbine seems to be the natural selection as an emblem of all that is noble, chivalric and good in the character of the nation; an inspiration to all true lovers of liberty and justice and a symbol of the ideals of the American people.



THE COLUMBINE, PROPOSED AS THE AMERICAN NATIONAL FLOWER

# HEALTH OF SOLDIER AND CIVILIAN

THE results of the selective draft examinations as a basis for public health measures are reviewed in the SURVEY for April 27th by Miss Gertrude Seymour.

In Provost-Marshal General Crowder's preliminary report, it is stated that "the causes for rejection, when ascertainable, will be of great sociological and medical value. But in the present emergency the time and labor to examine in detail two million and a half records cannot be spared." Even in their present form, however, Miss Seymour finds the statistics of the report important. Thus the percentage of men physically unfit was highest in these States:

STATE	Ratio of Physically Unfit to Number Examined
Pennsylvania .....	46.67
Connecticut .....	46.30
Vermont .....	43.82
Maine .....	42.57

The States having the lowest percentage of men physically unfit were:

STATE	Ratio of Physically Unfit to Number Examined
South Dakota .....	14.13
Nebraska .....	20.15
Wyoming .....	21.53
Oklahoma .....	22.03

Only a small number of records (10,000 in eight camps) had been examined for causes of rejection when the report was published, but these showed as the chief source of defect, eyes; and second, teeth. A list of the principal causes of rejection is as follows:

## CAUSES FOR PHYSICAL REJECTION. NUMBER. PER CENT.

1. Total number of cases of physical rejections considered .....	10,252	.....
2. Alcoholism and drug habit .....	79	0.77
3. Physical undevelopment..	416	4.06
4. Teeth .....	871	8.50
5. Blood vessels.....	191	1.86
6. Bones .....	304	2.96
7. Digestive system.....	82	.80
8. Ear .....	609	5.94
9. Eye .....	2,224	21.68
10. Joints .....	346	3.37
11. Muscles .....	66	.64
12. Respiratory .....	161	1.56
13. Skin .....	118	1.15
14. Flat foot.....	375	3.65
15. Genito-urinary (non-venereal) .....	142	1.39
16. Genito-urinary (venereal)	438	4.27
17. Heart disease.....	602	5.87
18. Hernia .....	766	7.47
19. Mentally deficient.....	465	4.53

20. Nervous disorder (general and local).....	387	3.77
21. Tuberculosis .....	551	5.37
22. Under weight.....	163	1.59
23. Ill defined or not specified.	93	.91
24. Not stated.....	809	7.89

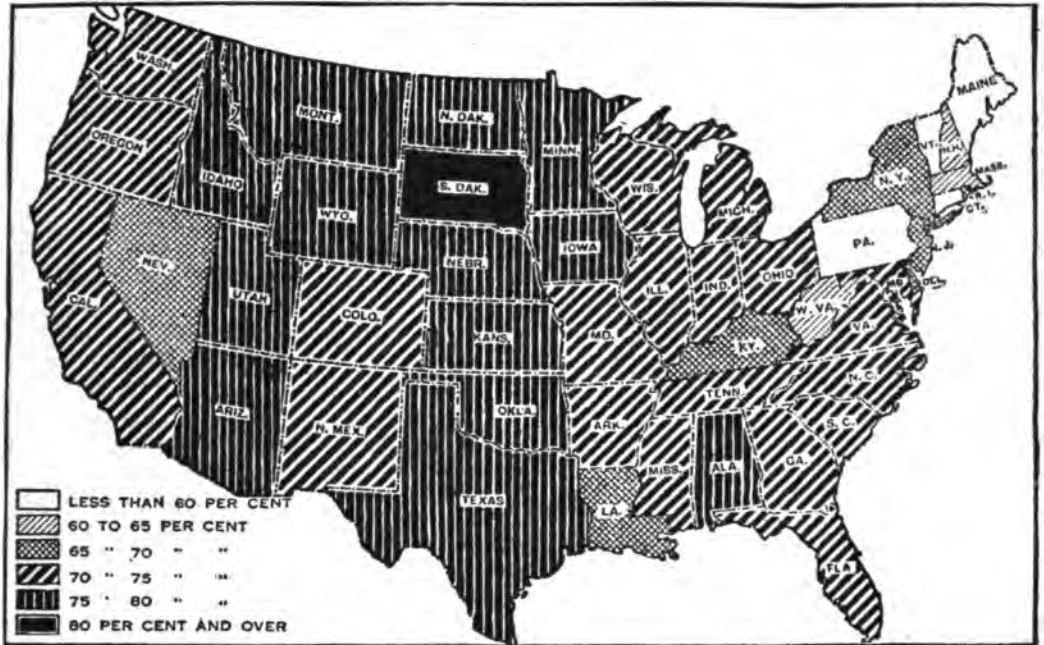
Among seventy-five Southern men rejected because they were under weight, anemic, or in general ill-health, Surgeon Stiles, of the Public Health Service, found forty-seven cases of hook-worm. These cases came from a wide area and seemed to confirm the opinion already expressed by public-health officers that hook-worm, pellagra, and tracoma are no longer limited to the strict areas in which for so long they had been endemic.

Miss Seymour gives an interesting outline of the plans for tuberculous soldiers:

For the first time in the military history of the world, says Dr. George T. Palmer, of Springfield, Ill., tuberculosis is being given a due recognition. Even allowing for a more conservative estimate than was at first placed on the possible number of tuberculous American soldiers—either newly discovered cases, or latent cases aggravated by war conditions, or, rarely, new infections—there would inevitably be an increased number of known cases requiring treatment and economic readjustment. Definite measures were taken early in the mobilization to prevent tuberculosis from becoming so great a factor in future disability of the troops. To Col. G. E. Bushnell, U. S. A., for many years in charge of the tuberculosis sanatorium at Fort Bayard, N. M., was entrusted the task of providing a special examination for tuberculosis for every man in the existing armies.

A vivid story of what this examination meant in the New England National Guard is told by Dr. E. O. Otis, of Boston, who was one of the physicians selected because of experience to aid under contract in this work. In the Northeast National Guard were practically 30,000 men, many of whom were very soon to go to the front. There was no time for prolonged observation. The doctors earned the facetious description, "the flying squadron of heart and lungs," as they accomplished their one hundred cases a day. In spite of such speed and the inevitable weariness of examiners, the results have thus far proved remarkably accurate.

A total of 680 men were finally recommended for discharge—that is, a little over 2 per cent. According to Colonel Bushnell the total number of examinations in all armies showed a percentage of less than 1 per cent. of tuberculosis. This report is based on records up to January, 1918. The results of this survey led to the appointment of over two hundred physicians, specialists in tuberculosis, to investigate suspected cases, and to examine the new national army. These physicians were selected with the co-operation of National Association for the Study and Prevention of Tuberculosis, which at once placed its resources at the government's disposal and has



## HOW THE FIRST DRAFT BROUGHT OUT THE RATIO OF MEN PHYSICALLY QUALIFIED TO THOSE EXAMINED

directly and through affiliated State societies rendered important and recognized service. It is in touch with camp commanders as well as sanatorium physicians, for example, and notified the military officers of such occurrences as the summons under the selective draft of a man who had been "sitting out" on a sanatorium porch. Nothing on the little numbered slip drawn from the

great bowl in Washington could remotely suggest such a social setting. But knowing these facts facilitated rapid action at the camps, and enabled those best prepared to be of assistance to these men. In exchange, many camp commanders have referred to the national association cases recently discovered and thereby disqualified from military service.

# WEALTH GLEANED FROM THE BATTLEFIELD

**I**T is a grain of comfort to learn that the money spent in staging a battle is not quite all lost. The débris of the conflict is not left strewn upon the soil for the delight of future generations of relic-hunters, but gathered and sorted in the most systematic manner, and eventually turned to account by the armies themselves. An article in the *Scientific American Supplement* on "The Junk Men of the War" tells us about the laborious and hazardous employments of the veteran soldiers known as "ragpickers," who work under almost constant fire to reclaim the highly valuable wreckage of battle.

All kinds of old metal, iron, steel, copper, lead, bronze, and nickel has more value to-day than ever before in the world's history, and a modern battlefield, one of these vast seas of interlapping shell holes, is the greatest junk pile in existence. As the prices of junk go nowadays it is a veritable

**gold mine to the army who can reclaim its wonderful treasures.**

Standing in the midst of such a battlefield one sees French shells which were not fired because the artillery advanced when the enemy fled; German shells which failed to explode; mud-caked rifles, fallen from the hands of the dead or wounded or abandoned in flight, grenades left behind during the progress of the attack, damaged cannon and other bulky weapons, helmets, pieces of leather, pieces of clothing, debris of every description, lying pell-mell, haphazard, on the abandoned battlefield, lately all engaged, now silent as the dead, also to be seen here and there.

What becomes of all this highly valuable and huge mass of wreckage? As this war is largely being conducted by business men on business principles, most of it is saved. Every army now has a large force of laboring men, "official rag-pickers" they have been called, who work fearlessly under fire in France, Flanders, and Italy, in fact, on all the battle fronts, to reclaim much of the wreckage, all really worth keeping. The work requires intelligence and men who

The work requires intelligence and men who



EXPLODED SHELLS AND OTHER WAR WRECKAGE GATHERED AFTER A BATTLE, TO BE RECAST INTO SHELLS AND GUNS

are experts in their line, as much of the *débris* they handle is highly dangerous because of the immense amount of explosives included, which for one reason or another have not spent themselves. So after all it is the real work of brave soldiers.

Another reason experts are required is that they must to a certain extent know exactly the material value of the various kinds of junk discovered, so that it can be properly sorted and classified and nothing that is valuable cast aside, while that which is worthless is left to decay.

The men who do this work are mostly veteran soldiers, incapacitated for one reason or another for active service in the trenches. They are regularly organized in companies.

At the break of day, immediately after a battle, these workers may be seen searching laboriously over the tortured earth, exploring it, as they go carefully along in every direction, for treasure trove. Every now and then they will stop when something of considerable value has been found and gathering in small groups they will combine their efforts in seeing that it is removed to the rear on the motor trucks and wagons which follow in their wake.

These conveyances are supplied with hoisting devices for the lifting of the heaviest junk, such as cannon. Besides they carry ropes and blocks so that the salvaged material may be safely packed on board.

The enemy is naturally on the alert to hamper these thrifty undertakings as much as possible, and the German sharpshooters neglect no opportunity to pick off the "rag-pickers" at their work, which is thus spiced with considerably more danger than attends the operations of old junk dealers in our peaceful cities.

The work is naturally slow, as it can only be conducted in the uncertain light of early morning and when the evening shadows fall, and it may take a week to clean up a battlefield properly. In so far as is possible a preliminary classification is effected on the spot, that is, if the enemy is not too active to prevent this, but it is in the rear, at the great sorting centers, that all this highly valuable *débris* for the salvage of which men risk their lives is cleaned and repaired and sent back to the front for further use.

Here are located hospitals for slightly wounded cannon, machine guns and rifles, where furnaces blaze night and day, and the vulcans work amid a thunderous crash and roar. Here are broken rifles to which a new lease of life is given and thus much money saved in the soldier's most vital equipment.

The butts and wooden parts are repaired or renewed, the damaged metal parts are replaced by new ones, rusty barrels are freshened up, and so in a day or two these heaps of old iron, as they are brought in from the scene of conflict, are so many brand new rifles for all practical purposes, doing deadly execution in the trenches for perhaps many months to come.

When they have been safely transported back of the lines, the bigger guns, which it is impossible to repair outside of a well-equipped munition plant, are shipped to such places in the interior, back in the towns and cities not under fire, not to be returned to the front until weeks later, perhaps, when they are made over quite as good as new and ready to do fresh and deadly work on the ranks of the enemy.

On the battlefields of one single army during a single month the following material was collected:

- 2,000 tons of iron and steel.
- 32 tons of copper.
- 1,000,000 rifle cartridges.
- 2,000 trench bombs.
- 1,048 rifles.



## JEWISH NATIONALISM AND PALESTINE

THE question of Zionism, so much discussed, so variously interpreted, is treated at length in a penetrating and fair spirit by R. P. Lagrange in the *Correspondant* (Paris).

After an elaborate historical retrospect he goes on to discuss the present aspects of Zionism:

It is to the spiritual leaders, always so influential with the Jews—he says—that we look to determine the conditions of the movement. Its horizon is boundless, putting in action the three great modern forces: the rights of nationalities; the rights of conscience; money.

The world is preparing for a new order, in which nationalism will be respected. Will Israel be the only one whose rights will be disregarded? No one maintains that. But has it the right to become an autonomous nation in Palestine? Is it, for that matter, even to its own interest?

Up to the present it possesses only colonies there, peacefully admitted. By what right do they claim the soil? One often hears: "We were expelled by the conquest; we have a right to return." But that is contrary to fact. The Romans never expelled the Jews from Palestine; they only forbade them to enter Jerusalem, rescinding that order, too, later on. Gradually the country became Islamite. Judaism maintained itself better in the Christian states—a proof, by the way, that their rule was milder, that Palestine is not essential to its existence.

Has a people that has voluntarily left a country an inalienable right to it after the lapse of centuries? It is truly strange that the Jews who speak ever of right, justice, and liberty, concern themselves so little about the rights of the people of Palestine. Presumably, the Zionists would offer them a money indemnity in case of expropriation, but it is doubtful whether the peasants would consent to abandon the soil where they have labored and toiled.

But let us admit that all will proceed peaceably. Whatever the rights claimed by the Zionists, one may be sure that under an English protectorate their enterprise will be conducted justly and humanely. The Zionism now to the fore is that of M. Weizman, head of the English Zionists, who publicly declared that "the conditions are not yet

ripe for the establishment of a Jewish state."

Now, to speak frankly, colonization is but a way-station. Some great bankers were at first probably impelled by the laudable aim of bettering the condition of their persecuted co-religionists. Baron de Hirsch sent them to Argentina, Baron de Rothschild to Palestine. Hundreds of thousands of picture-postals exhibiting the distress of the Jews of Jerusalem were sent by these to America. The Turks were partly responsible for their condition. But one can not hope wholly to change the economic conditions of the country. Judea will always remain an arid mountain region, with a fertile strip along the sea; Galilee is more fruitful. To be sure, the land may be enriched by intensive culture, but that is not the prime aim of the Zionists: it is to form a nation, a religious nation.

Ask the French Jews what they think of the tolerance of their co-religionists in Palestine! Of course, not all are equally narrow and bigoted. However, most of the Jews will go to the Holy Land, as has hitherto been the case, with a view to the free exercise of their laws, but also with that of a strict subjection to them. They will be the holy, the royal nation, awaiting their King. Will the unity of the race be menaced? We can not tell. But one may readily imagine that not all Jews will be gratified to see that type loom up in the Orient, a type which will perhaps excommunicate them every morning, and to which they will, *nolens volens*, be likened. Such, at least, is what one gathers from an article by R. P. Boas in the *New York Times*, where he says: the non-Zionists do not wish to be made responsible for the acts of a "Jewish people" rallied around a Jewish flag. If the program of the Zionists is to be realized it will disrupt the unity of the Jewish race.

In France, Zionism has often been combated as an instrument of German influence. Such it certainly has been. If German is the language most spoken in Jerusalem, it is due to the Jews.

What the writer insists upon is that the Jews of Europe and America might well be embarrassed by that center (*foyer*) of Hebrew life—for it will be difficult to curb its pretensions. Israelites will no longer be

strangers in the Holy Land—they will run danger of becoming such everywhere else. No one combats their right to be a nation; but it would be excessive to claim two countries. We can have but one, just as we have but one mother. But if the Jews belong primarily to a Jewish state, how can one repress a feeling of distrust?

In fact, the dispersion has not prevented Judaism from preserving its faith intact. It is, indeed, the destruction of the Temple that caused it to develop into a spiritual religion. It is not that there is nothing to be done. After a long inertia, Israel has zealously resumed the study of its Holy Scriptures. The center of awakening is in America. Already before the war the establishment of a great Hebrew university in Jerusalem was contemplated.

We do not ask Judaism [the writer concludes] to renounce its rightful share of the benefits of our time, but the lesson that stands out from its history since 70 A. D. is: that when it emphasizes its national character it exposes itself to grave danger, dissensions without, strife within. We admit frankly that the Jewish problem strikes us as insoluble. Israel can not assimilate itself wholly with the nations because it does not wish to forfeit its solidarity; nor divide itself from them to constitute a separate people, because it can not find anywhere a habitation which would suffice and compensate it for the advantages of the dispersion.

What then, is to be done? Continue to steer a middle course, prudently avoiding extremes.

Everything points to the prospect that the leaders of Israel, aided, if need be, by others, will strengthen Zionism by yielding to it in moderate measure. Then the Israelites will resume the course of their destiny, an object of wonder among men, but especially of the providence of God, who does not forget the promises made to the patriarchs.

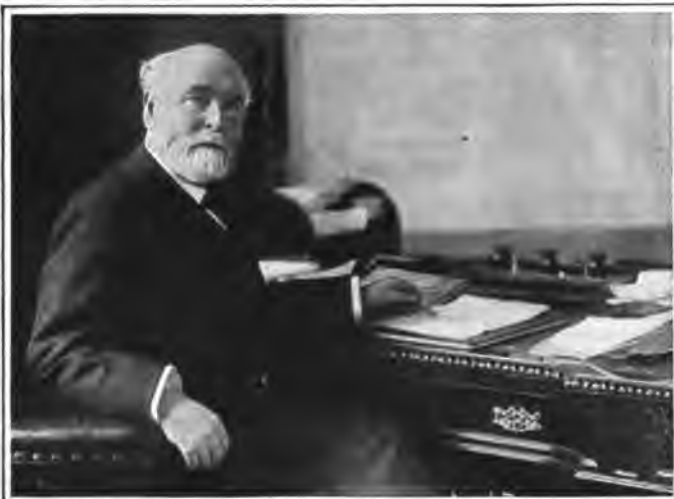
## LORD PIRRIE, "THE GREATEST SHIP-BUILDER SINCE NOAH"

ONE of the last articles written by William T. Stead just before he sailed from England for America on the ill-fated *Titanic* in the spring of 1912 was a character sketch of Lord Pirrie, the great Belfast ship-builder, who is now the British Controller-General of Merchant Shipping. Sir Eric Geddes, in announcing his acceptance of the government post, spoke of Lord Pirrie as being "the greatest and most successful ship-builder probably in the world." In beginning

his character sketch, which appeared in the *London Review of Reviews* for March, 1912, Mr. Stead said of Lord Pirrie: "He is the greatest shipbuilder that the world has ever seen. He has built more ships and bigger ships than any man since the days of Noah. And he not only builds ships, but he owns them, directs them, controls them on all the seas of all the world."

Lord Pirrie was born in Quebec, Canada, in 1847, but during his infancy was brought to Belfast, where he obtained his schooling. When he was fifteen he entered as a premium apprentice the ship-building works of Harland and Wolff, a concern that then employed only 100 men. Iron shipbuilding had just begun. Most of it was done on the Clyde and the Tyne, but the apprentice in the draughting department of the small Belfast ship-building firm was destined to make the North of Ireland the seat of the greatest shipbuilding yard in the world.

When the *Oceanic* was designed, in 1869, Lord Pirrie, who was twenty-



Photograph by Press Illustrating Service

LORD PIRRIE, BRITISH CONTROLLER-GENERAL OF MERCHANT SHIPPING

two, had become head draughtsman of the firm. Five years later, when he was only twenty-seven, he became partner, and was soon master of the works.

In concluding his sketch of Lord Pirrie's personality, Mr. Stead wrote:

The keynotes of Lord Pirrie's character are the cheerful optimism and enthusiastic zeal he evinces in everything. Foresight, optimism, in-

cessant industry, the selection of able lieutenants (a sure mark of superior ability), the constant introduction of new and improved devices, world-wide travel and observation—every possible combination of mind and body, land and ocean, theory and practise, science and matter, have been brought into requisition, united with unique powers of organization, to build up the greatest business of the kind that has existed in the world since men first began to go down to the sea in ships.

## LEIBNITZ THE PHILOSOPHER AND THE GERMAN COLONIZATION OF RUSSIA

THAT the ambitions and policy of Germany may be traced to a distant past is convincingly shown in an article by Bessonet Fabre, in a late number of the *Mercure de France* (Paris). He says in part:

The German policy of to-day is not, as is generally believed, the result alone of the megalomania of the Kaiser and the Junkers; of the victories of 1870 and the Teuton economic prosperity of the last fifty years. It is a systematic realization of the plans elaborated by Leibnitz—the first organizer of Kultur and the precursor of Pan-Germanism—two centuries ago.

Leibnitz has in his writings traced a course of action which has been closely followed by his compatriots. Accustomed to see in that genius only the philosopher, we have overlooked his ardent efforts towards the expansion of his country.

Anticipating his epoch, Leibnitz seemed to realize the importance to the Europeans of colonizing Asia. He had a foreboding of a "yellow" invasion. It was his ambition to make Moscow a point of contact between Chinese and Christian civilization.

Current events lend a striking interest to the political writings of the great thinker; particularly to those addressed to the Russian ambassadors and to Peter the Great himself, with a view to obtaining concessions of land, mines, etc. In order to insure the expansion so desirable for his people, he proclaimed himself emphatically a Russophile—carefully preparing at the same time German instructors for the schools and armies of the Czar.

The members of the *Societas Philadelphica* were bound by the most solemn vows to attain their

aim: *Deutschland über Alles!* That body, conceived by Leibnitz, appears as the rudiment of the formidable organization revealed to the world by the war of 1914. If we study Leibnitz's writings we shall see the vast scope of his schemes of conquest, and his plan of combating France. His creative genius commanded respect; he had the ear of princes and insinuated himself into their councils.

A march upon Paris and the question of Alsace-Lorraine occupied his mind as they do that of Pan-Germanists to-day. After the Treaty of Utrecht [1713] he was indefatigable in seeking to obtain alliances and better conditions for his country.

He strikingly personifies the genius of Germany—a compound of greatness and cunning. No artifice, no subterfuge, repels him when the defense of the prosperity of his native land is in question.



GOTTFRIED WILHELM VON  
LEIBNITZ (1646-1716)

Foreseeing a great future for Germany, he dreamed of the peaceful conquest of Russia by German science, industry, commerce, and sought actively to gain the good will of the Czar, with whom he conferred on two occasions. It is two hundred years since Leibnitz cherished the dream of the German colonization of Russia; systematically and with untiring patience his disciples have labored secretly to realize his daring plans. To-day a new road seems opened to the long-restrained ambitions of the German invaders, and we may ere long witness the application on a great scale of Leibnitz's idea. The writer cites the details of that system, and adds:

The policy of William II in taking possession of the mines, industries, commerce of Russia, coincides with the ideas advocated by the German philosopher. But Leibnitz, who was likewise a jurist, not content with paving the way, was

bent upon proving a historic right to possession. He created the system of justification which prevails in Germany: the affirmation of the imperial right to possession of domains once belonging to Germany, as well as the right of annexing those inhabited by German-speaking people.

That is what Germany is claiming to-day in Northern France and Europe. That is what she will claim to-morrow in colonized Russia, unless the rest of the world imposes a different law upon her.

## GERMAN INFLUENCE IN SPAIN

THE various aspects of Spain's neutrality in the war are passed in review by Signor Romolo Giovannetti in *Nuova Antologia* (Rome). In common with the belligerent countries, Spain has suffered greatly from the inevitable dislocation of the economic fabric. Moreover, while prices of the necessities of life have doubled or even trebled, there has been but little compensation for this through the stimulation of special industries, as has been the case with the countries engaged in the war. An added trouble has been a revival of the agitation among Catalonians and Basques in favor of greater independence or quasi-autonomy.

The uninterrupted propaganda carried on by the Germans in favor of the cause of the Central Powers and of Spanish neutrality, has always found an echo with the Spanish people and it cannot be denied that the Germans have displayed much greater practical sense in this activity than have the Entente Powers.

From the very beginning of the war, they organized in Spain a number of active committees, not only for propaganda work, but also for giving aid to those who were suffering from the effects of the war, and this has earned for them the sympathies of thousands of Spaniards.

Germany has not hesitated to spend money freely; her propaganda in Spain is said to have cost her \$60,000,000. Not only this, but she has sent her best diplomatic agents, her best commercial agents, her best military attachés, and spies of all orders.

Given the neglect of Spain by the Allies, and the prejudices and misunderstandings that already existed, nothing short of an equally active counter-propaganda could have overcome the German influence. But the Entente Powers, placing their dependence upon the personal sympathies of the King and the Queen, have only spent about \$20,000 in opposition to the \$60,000,000 of Teuton money.

France alone, which was the first nation to understand the necessity for effort in this

direction, sent into Spain thousands of copies of propaganda literature, composed to suit the Spanish trend of thought. As almost all Spaniards are professing Catholics, they were inclined to look upon republican France as a land of Jacobins and libertines, a land that had fallen a prey to anarchy and was therefore destined to a sad downfall. In view of this hostile attitude of the Spanish people, the pamphlets issued by the French treated the war from a strictly religious standpoint. Thus Monsignor Baudrillart, who has recently been publicly congratulated for his propaganda work by the French Government, wrote a pamphlet entitled "The German War and Catholicism," which had a large circulation in Spain, as had also the theological study by the Archbishop of Nice, "France and Germany and the Christian Doctrine Regarding War." But these publications have had little lasting effect.

The Spanish press, with the exception of certain liberal organs, has been favorable to the Central Powers from the outset of the war. A country like Spain, exhausted by the struggles of the past century, and longing for peace, for a regenerating peace, offered a splendid field for the German propaganda, and the Germans have not failed to utilize the opportunity given them by the neglect of this land on the part of the Entente.

It must not be forgotten that Spain always looks with longing eyes at Gibraltar, and can never either forget or forgive its loss. This was strongly brought out in an address delivered by Vasquez de Mella, the spokesman of the Spanish Carlists. He declared that the recovery of Gibraltar would make Spain the ruler of the Strait, would lead to a federation with Portugal and the political unity of the Peninsula. "Then," he said, "We can take our stand on this extreme point of Europe, and looking toward the peoples of America, we can exclaim: 'We have created you from our flesh and our blood. You are the product of our civilization. Let us then form together the United States of South America!'"

# RAISING FISH FOR THE NATION'S FOOD SUPPLY

**T**HE rearing of warm-water fish for food purposes will be undertaken in the disused canals of New York State by Conservation Commissioner George D. Pratt, on a scale never before dreamed of anywhere in the United States. Arrangement has been made by which the Department of Public Works, in coöperation with the State Engineer's Office, has placed at the disposal of the Commissioner abandoned stretches of the Erie and Champlain canals for the propagation of food fish. When these hatcheries are completed, New York State will boast the world's largest hatcheries for warm-water fish.

The Conservation Commission has men at work on two sections of the old canals aggregating over six miles in length, a part of the old Champlain Canal near Schuylerville and a section of the disused Erie Canal near Amsterdam. The work of preparing the canal ponds consists in building dams and providing facilities for filling with water, and draining, and supplying movable screens for separating the different kinds of fish, and making the bottom smooth enough to permit the operation of a seine.

The fish to be used as brood stock will be large-mouth black bass and catfish. In addition to these brood fish, the canal ponds will be stocked with the fry of small-mouth bass and yellow perch from the State hatcheries. Yellow bass can be hatched by the million in the canals, and calico bass, crappie,



SECTION OF ABANDONED CANAL READY TO BE TRANSFORMED INTO FISH PONDS

bream, and catfish can be readily reared. As the work progresses, other species, as, for example, the pike perch, may be reared. Previous attempts to raise this species to fingerling size have not been successful on account of the cannibalistic habits of the fish.

According to State Fish Culturist Titcomb, it is not possible to take the eggs of the basses and hatch them artificially, as is done with salmon and trout. Both the large-mouth and small-mouth bass belong to the nest-building fishes, and the parents care for and protect the young until they are free swimmers. Hence the only known method of cultivating these fishes consists in providing ponds which give to the maximum number of breeding fish and their young all the essential conditions of a natural environment, at the same time protecting them from their enemies.

Only a small expenditure is required to change the old canal beds into fish ponds where fish culture can be carried on to an extent never before undertaken. A section of the canal one mile in length will have more water area for hatching fish than all the ponds in the State now available for fish-cultural operations.

The magnitude and the possibilities of the project are unique and the increase in the abundance of food and game fishes by the use of State property of little commercial value is of utmost economic importance.



A STREAM THAT MAY BE USED TO SUPPLY WATER TO THE FISH PONDS



# GENERAL LUDENDORFF: THE NEW MASTER OF GERMANY



Photo by Central News

HINDENBURG AND LUDENDORFF

**I**N Ambassador Gerard's recently published reminiscences he declared that the supreme power in Germany is vested not in the Emperor, but in the Great General Staff, and that Lieutenant-General Ludendorff is the brains of that staff. This view of the "Young Napoleon" of Germany is borne out by a striking article contributed to *La Revue* (Paris) by Count Henri Carré, who declares that Ludendorff is the brain and Hindenburg the arm of German military power. This view accords with the slogans lately uttered by the two men in behalf of the German loan. In these Ludendorff stresses the power of the will to do, while Hindenburg emphasizes the deed itself. The physical aspect of the two men is singularly symbolic of their respective characters. Hindenburg's huge figure and harsh face, the very embodiment of brute force, are well known to the world. Count Carré gives the following description of Ludendorff:

He has a wide, bulging, very bare forehead, eyes of a deep blue, whose gaze is keen but not hard; a delicate, curling, blonde mustache outlining a thin lip and haughtily curved mouth, a

long and moderately arched nose, and rounded double chin, and figure tolerably stout, but of average height, somewhat overshadowed by the six feet four inches of Hindenburg. Ludendorff presents the aspect of the man who is energetic and sure of himself in the full tide of physical vigor, stern in character, but he does not give the impression of roughness, or brutality, which characterizes Hindenburg. The expression of his face is less brutal, but haughtier. He exhibits a lively intelligence and transparent spirituality, which contrasts strikingly with the heavy "Ritter" type of the Field Marshal. By the side of the latter the Lieutenant-General reveals a superior culture and a more refined nature.

Ludendorff was born in the Prussian Province of Posen in 1865. He left the Kriegs Academie in 1895, at the age of thirty. His military career was one of rapid and brilliant advancement. During most of the time he has been a member of the General Staff, where he was a Colonel at the head of a section in 1911, and until October, 1912. He became a Major General in April, 1914, commanding the 85th Brigade of Infantry at Strassburg, receiving the command of the 14th Brigade shortly after the beginning of the war. But on August 23 he was suddenly recalled to become chief of the general staff of the 8th army, commanded by Hindenburg in East Prussia. Since that time the two men have been closely associated.

It is stated that Ludendorff was responsible for Hindenburg's appointment to the command, and that he promptly reciprocated by asking for the former as his chief of staff. The success of the East Prussia campaign is well known, a success which made Hindenburg the popular idol of Germany, relieved from the fear of Russian invasion. As Count Carré says, however, the brilliance of this success is much tarnished by the later revelations of the corruption and treachery of the Russian officers. Apropos of this, he says:

For his part, not content with calling treason to his aid, Ludendorff was not afraid to encourage assassination, as appears in the deposition of the Russian Lieutenant Kolahowski before a committee of inquiry in Petrograd, taken personally in 1915; this officer, having pretended to accept the German offers, declared that Ludendorff had promised him honorable recompense for the suppression of certain Russian chiefs. He was to get a million francs for the Grand Duke Michael, and graduated prize money for the heads of Captain Roussky, Brussiloff, and Ivanoff.

On August 30, after the council of war held at Stuttgart, the Kaiser appointed Hindenburg chief of the General Staff, and at the same time named Ludendorff his first quartermaster general. Since that time the two have worked apparently in utter harmony. Count Carré says:

What is the significance of the replacing of Falkenhayn by this new team, Hindenburg and Ludendorff? Some consider the event as indicating the frightful gravity of the situation, others manifested a fervent enthusiasm, which the German press always has in reserve; but for all the world the names of these two generals mean: "War to the limit, on every front, in the air and in the sea!" Nominally the Kaiser remains the supreme war lord; but the effective high command has passed into the hands of these martial twins. . . . And in the ecstatic regard of the German masses, the Great General Headquarters appear to-day to be a sort of military Olympus whence issue the bolts forged by Mars-Ludendorff and launched by Jupiter-Hindenburg.

Perhaps Ludendorff's intellectual adroitness is nowhere more manifest than in the bulletins by which he seeks to influence, not only the German army and the German people, but the outside world. Count Carré calls him a great camoufleur, inventing pretended victories and masking some check under the mantle of a pretended strategic combination.

In the course of this special task Ludendorff reveals himself as crafty, tortuous, and mendacious but again by a bold innovation Ludendorff gives a singular worth and development to his bulletins. He does not confine himself to setting forth the military situation, but makes them means of act-

ing upon the world opinion, as well as upon the German people. . . .

Convinced that the longer the war lasts, the more it will become a struggle between the moral endurance and the nervous resistance of all the nations engaged, the High German Command employs and encourages every sort of propaganda to create an atmosphere of faith and union. This is why Hindenburg, in innumerable messages inspired by Ludendorff, and addressed to German corporations, constantly affirms his absolute faith in final victory. Last summer in order to sustain the morale in the ranks of the army itself, Ludendorff created a corps of *Wohlfahrt Offizieren* (literally, welfare officers) whose office is to answer questions from soldiers upon all the subjects of the war, to draw the attention of the men to the journals which are most favorable to the Fatherland, and make them comprehend the necessity of continuing the war until the complete triumph of Germany. This propaganda is carried on even into the very trenches.

The character of this remarkable man is thus summed up:

We must recognize in Ludendorff a remarkable intelligence, a fecund and immensely active brain and will, and an organizer, all of these qualities being sustained by a cold energy, a tenacious will, and a strong soul.

As a chief he excels above all in the art of preparation. His ideas, which are at once broad and precise, set in action powerful and skilfully regulated means of action. His campaign in Rumania in the autumn of 1916, for example, was planned with flexible skill. . . . His strategy prepared with the same minute care and executed with strength and rapidity the successful Austro-German offensive against the Italian front; but here the Quartermaster General made use of treason and defeatism to prepare the way. We may do honor to his genius for intrigue. However, the use of these shameful auxiliaries detracts strongly from his military achievements.

## THE ITALIAN BATTLE FLEET

ONE of the penalties that a country with an ample and efficient navy must pay is that in most cases it can only engage with an inferior foe at a place and on terms arranged by the latter. So intent have been the minds of all on the land battles in Europe and the bottling up of the German grand fleet by the British, that the Mediterranean Sea as a field of combat for the ships of Austria-Hungary and the Allies has been all but overlooked. Indeed, the possibility of an Adriatic campaign on the part of Italy has been suggested, but there have been excellent reasons against its prosecution which are interestingly summarized in an article on "The Italian Battle Fleet" in a recent issue of the *Engineer* (London).

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The author refers to the fact that Italy has but two harbors for a coast line of 650 nautical miles, Venice and Brindisi, and the former has been so heavily mined for protection that it naturally is unavailable as a base. The west coast is lacking in harbors or opportunity for defensive works, yet is particularly suited for hostile submarine operations. Furthermore, an attacking force moving eastward must be exposed to the early rays of the sun, and thus suffer from increased visibility at or near sunrise. On the other hand, Austria has corresponding advantages in the many bays, gulfs, and channels easily defended and navigated, with off-shore a different type of bottom most inhospitable to the Italian submarines.



ONE OF ITALY'S SUPERDREADNOUGHTS, THE "CONTE DI CAVOUR"

With the preponderance of heavy ships enjoyed by the Allies, it was to be expected that the Austrians would prefer raids by light forces against the unprotected Italian coast, and unfortunately the Italian Navy was inadequately supplied with light cruisers and destroyers.

At the outbreak of the war (May, 1915) Italy had four battleships of the Dreadnought type with two more being completed; eight battleships of the pre-Dreadnought era; nine armored cruisers; eleven small cruisers; thirty-three destroyers, and sixteen under construction; seventy-three torpedo-boats; and eighteen submarines with several others being constructed.

The six Dreadnoughts were reduced to five by the loss of the *Leonardo da Vinci* through an internal explosion. The five remaining ships, the *Dante Alighieri*, *Conte di Cavour*, *Giulio Cesare*, and the two most recent, *Caio Duilio* and *Andrea Doria*, are fine, large ships representing the tactical principles favored in Italy, namely, high speed, light protection, and the greatest possible volume of fire, and rank among the world's speediest and most powerful battleships. In particular are they larger, speedier, and more powerfully armed than the four ships of the *Viribus Unitis* class which comprise the strongest squadron in the Austro-Hungarian fleet.

Of the Italian pre-Dreadnoughts four, though naturally smaller, are far from negligible, while two were lost early in the war, one by an internal explosion and the other

by a mine, and a single smaller Dreadnought completes the list of battleships. The Italians have favored not only light armor for battleships but heavy armored cruisers, in some cases exceeding the battleships in displacement and armament.

Unfortunately, Italy has but three light cruisers of high speed and turbine driven, with about twelve others of moderate size and slow speed, for the most part unsuited to operations in the war zone. The Italian destroyers, especially the later ones, which compare favorably with the most powerful foreign types, are for the most part fast. Several of these have been lost and several others have been fitted as mine-layers—a field of work in which the Italians have become remarkably efficient. In the submarines also their boats, about thirty in number, both coastal and seagoing, include some that are of very modern and approved type.

It is stated that British and French naval officers who have served in the Adriatic theater consider the Italian fleet, both as regards its organization and material, with high favor. To an unusual degree the design of each ship is the result of a careful study of contemporary principles in strategy and tactics, and evinces a certain independence of view not commonly met with in naval circles. Consequently, any clash with their Austro-Hungarian foe on equal terms, would be a most interesting incident of the war, and if naval actions are going to play any future part, such an one in the Adriatic is bound to have an important effect.

## PHYSICAL EXERCISE FOR BRAIN WORKERS

THE leading article in the last number of the *Medical Times* (New York) bears the arresting title, "Shall the Brain Worker Take Exercise?" The author, Dr. J. Madison Taylor, of the medical faculty of Temple University, Philadelphia, has been an athlete of some prowess in his time and for sixteen years was a coadjutor of that strenuous example of *mens sana in corpore sano*, the late Dr. Weir Mitchell. He takes, however, a commendably broad-minded attitude on this question, which he admits not to be susceptible of a sweeping categorical answer. He says:

It is undesirable to differentiate, economically, between the manual laborer and the brain worker with a view of determining forms of physical education for each, because it is only from a common basis of the best opportunities for physical elaboration that individuals can and will come to develop along their special trends. When groups have become evolved, choice of occupation made, it will be found that among the intellectuals are quite as large a proportion of powerful physiques. These demand the application of similar principles of physical conservation, however, differentiated in form or degree.

When we come to consider the question of whether brain workers shall cultivate their bodies in middle life during their zenith of productivity, so many factors must be liberally considered, that it becomes a matter for personal determination. Individuals differ markedly in their make up, in either original endowments or acquired peculiarities or both combined. Full consideration must be given to all the factors involved; no haphazard yes or no will suffice.

Dr. Taylor sets forth conventional views concerning the need and the function of muscular exercise and pronounces them applicable to the case of the average human being, intellectually gifted or otherwise. He then proceeds to deal with the anomalous cases, of which much has been heard, in which intense mental activity appears to be consistent with a regimen in which muscular effort plays no part.

The claim of some that mental energizing is capable of entirely or safely substituting motor energizing is to be gravely doubted. It is true some distinguished scholars, scientists, captains of industry or other intensive thinkers seem to produce uninterruptedly by trying to simulate

disembodied spirits, omitting all active or gross physical exertions. They often survive, moreover, through long periods, even occasionally to great age. Upon examination such instances will prove to be exceptional individuals of extraordinary heredity and power for adaption and compensation. Analogous also are those persons of large survival values who defy the laws of nature in diverse other directions, apparently unscathed. Especially interesting is it to note that the life history of a notorious miser is often extraordinarily long, he being also utterly disregarding of hygienic precautions.

When confronted by the histories of extraordinary individuals who maintain an even tenor of life under notoriously abnormal conditions we can only accept the facts and persistently search for fuller information as to actual causes.

As another side of the picture the daily experience of all observing physicians can be cited. Testimony is overwhelming to the effect that man must conform to type; must adapt his organism to environmental demands or suffer serious consequences.

Longevity is due primarily to good heredity, next (after balanced nutrition) to mental poise, serenity, equanimity: they must include sound organs and resistant tissues, also escape from accidents, infections, and to instinctive selection and consistent pursuit of *right forms of life consonant with their type or stage of evolution*.

A common experience, one may say almost universal, is that among men who defy the canons of longevity with amazing success, none the less it is the rule, not the exception, to hear of pathetic cataclysms occurring, sudden breakings down both of body and of mind. These are almost invariably chargeable to sins against the laws of health of which disproportions are displayed between physical and mental exertion.

The commonest destructive phenomena are due to degenerative changes in the blood-vessels, involving heart, kidneys and brain. How do these arise? Badly balanced rations of food and of work and of play are among the most forceful.

The late S. Weir Mitchell, himself an enthusiastic mountain climber and pedestrian, related to me an interesting conversation he had with the late John Bigelow, who survived till he was ninety-seven. Mr. Bigelow asked Dr. Mitchell how he had attained his then age of eighty. Bigelow being the elder, Dr. Mitchell urged him to divulge his cherished principles of life. Mr. Bigelow replied with unctious He "had never smoked, never drank and never taken any form of exercise." Whereupon Dr. Mitchell replied, he himself had smoked since boyhood, had always taken wine and enormous amounts of active exercise. No man had ever lived a fuller, more agreeable or successful life than that of S. Weir Mitchell, and he ranged the hills till just before the end.

# THE NEW BOOKS

## THE WAR AND ALLIED TOPICS

**Men in War.** By Andreas Latzko. Boni and Liveright. 264 pp. \$1.50.

A stirring book, written by a former Austrian officer, which shows the hidden side of the Teuton military machine. It was originally written in German, and published anonymously in Switzerland. The material consists of vividly written



linked together to present the evil wrought by militarism upon the peoples of the Central Empires. The first, "Off to War," shifts the responsibility for the growth of this Frankenstein to the shoulders of women. "A

Baptism of Fire" contrasts two types of men, the peace-lover and the war machine, during the progress of a battle. "The Victor" is a character sketch of a general (possibly Hindenburg). "My Comrade" is a study of insanity caused by the experiences of war. "A Hero's Death" protests against the sheep-man who is blindly led to ruin by evil task-masters. "Home Again" pictures the tragedy of the homecoming of the hopelessly maimed servant of the Teutonic war lords. The gospel of the book is that we are fighting to destroy war. The real name of the author is Andor, not Andreas, Latzko. As an officer in the Hungarian reserve, he was probably called into the ranks when the war began. Previously, he had lived some time in Berlin, and had written and translated plays for the little theaters of that city. His friends describe him as a thinker, and a keen student of human psychology. He is the author of an autobiographical novel, "The Romance of Michael Corday."

**Face to Face with Kaiserism.** By James W. Gerard. George H. Doran. 380 pp. Ill. \$2.

In this volume Mr. Gerard supplements the record of his experiences as Ambassador in Germany, contained in his earlier book entitled "My Four Years in Germany." The material that makes up these volumes is of the most vital kind, being largely excerpts from Ambassador Gerard's journal, as kept from day to day at Berlin, and containing detailed accounts of meetings and of conversations with men who in the progress of the war have become world figures. Needless to say, this narrative offers abundant evidence of German plots developed both in Europe and in America long before the United States entered the war. The book is not so much a studied literary product as a series of photographs of historic events and personalities. Most of all, it is a keen analysis of Kaiserism as Mr. Gerard has faced it in Germany.

**The Fighting Engineers.** By Francis Arnold Collins. Century Company. 200 pp. Ill. \$1.30.

The news reports of the fighting around Cambrai brought to many readers their first definite knowledge of the work of American engineers behind the British lines in France. Since then much added information has come, but American railroad men have been so busy making history that there has been little time to write it. The first connected account of American engineering operations in France, including not only railroad-building but important constructions in other lines—renovation and sanitation of villages, installations of water-supply systems, extensive forestry developments, mining, quarrying, and other constructive works—is presented by Mr. Collins in this volume. The text and illustrations together form a significant tribute to the efficiency and patriotic devotion of a group of Americans whose skill in great enterprises had long been taken for granted on this side of the water, and who are now paying a debt to their profession in a wholly new field. The speed with which railroads, telephone and telegraph lines, electric-lighting systems, and other means of communication have been installed by the American forces on French soil has amazed the Allied troops and constitutes at least one branch of war-making of which Uncle Sam has no reason to be ashamed. Much of this work, it should be remembered, is done under fire and has to be completed without regard to adequate means of defense or support. It is all the more creditable to the men who have volunteered, often at great personal sacrifice, and with no hope of reward save the satisfaction of rendering patriotic service.

**Front Lines.** By Boyd Cable. E. P. Dutton & Company. 358 pp. \$1.50.

In this book the author of "Grapes of Wrath" begins his narrative at the latter stages of the Somme and brings it down to the beginning of the present year. Of the vigor and vividness of Boyd Cable's writing nothing need be said to the many readers of his earlier books, which have thrilled the entire English-speaking world. The new volume is full of tense and dramatic material.

**Battering the Boche.** By Preston Gibson. Century Company. 120 pp. Ill. \$1.

Mr. Gibson, who is the son of the late Senator Randall P. Gibson, of Louisiana, and the nephew of Chief Justice White, is a graduate of Yale, and the author of several successful plays. He was a student at Plattsburg, and after the declaration of war between the United States and Germany he joined the French Ambulance Corps, and later was with the American Field Service. He was decorated by the French Government.



In this little book he describes the sensations of a man arriving for the first time in the trenches. He gives many details of military action at the front, and a minute description of a battle in the air. He tells his story with great power and grace of diction.

**The Big Fight.** By Capt. David Fallon. W. J. Watt & Company. 131 pp. Ill. \$1.50.

Captain Fallon is a British officer who has had an unusually varied and dramatic career since the war began. He is a young Irishman who had already had experience in fighting the Hill Men in India, and had received the Indian Field Medal. At the opening of the war, he was military instructor at the Royal Military College of New South Wales. He went through the entire Gallipoli campaign, was in many fierce trench battles, commanded a tank in a remarkable war adventure, and served as an aerial observer, spotting enemy positions and fighting enemy airplanes. All these adventures are related in the present volume.

**"Ladies from Hell."** By R. Douglas Pinkerton. Century Co. 254 pp. Ill. \$1.50.

The title of this book was "made in Germany." To the Teutonic mind, no other phrase would aptly characterize the famous London Scottish Regiment, which very early in the war astonished the Germans by its appearance in kilts, or skirts, and the energy of whose fighting could only be summed up in the word which General Sherman is supposed to have applied to war in general. Mr. Pinkerton was a member of this regiment and his description in this volume of the Battle of Lille was written immediately following that engagement, while the details were fresh in his mind.

**A Soldier Unafraid: Letters from Trenches of the Alsatian Front.** By Captain André Cornet-Auquier. Translated with an Introduction by Theodore Stanton, M. A. Little, Brown & Company. 110 pp. \$1.

A human document of peculiar interest to American readers in that it presents through letters from the trenches the viewpoint of a young French Protestant of most attractive personality. Captain Cornet-Auquier fell mortally wounded on March 1, 1916. In civil life he had been a highly educated young professor, and his letters breathe the spirit of real literature.

**Right Above Race.** By Otto H. Kahn. The Century Company. 182 pp. 75 cents.

Mr. Kahn is a well-known American of German birth. In this little book he deals with the reactions of Americans of German origin to the war, with "Prussianized Germany," with the "Poison Growth of Prussianism," with "Frenzied Liberty" and the "Myth of a Rich Man's War." The "Letter to a German," written in 1915 to a



"LADIES FROM HELL" (CENTURY)

prominent business man of Germany, clearly shows what Mr. Kahn's attitude was as a patriotic American nearly two years before the United States had entered the conflict. In a foreword, Secretary Lane says: "He drives home the strength of the American position in a manner that makes an irrefutable argument for the rightness of this nation's attitude."

**Where Do You Stand?** By Hermann Hagedorn. Macmillan. 126 pp. 50 cents.

An earnest appeal to Americans of German origin to come out enthusiastically and definitely on the side of the United States against Germany. Mr. Hagedorn takes into account the attitude of the German-American who felt that the United States was pro-British and unfair to Germany, and he declares that "it was Germany, showing us the effects, physically and psychologically, within and without, of autocratic, paternal government which made us decide that democracy was worth preserving even at the cost of all we possessed of treasure and youth."

**The American Spirit.** By Franklin K. Lane. Frederick A. Stokes Company. 131 pp. 75 cents.

On Flag Day, 1914, seven weeks before war broke out in Europe and nearly three years before the United States was drawn into the conflict, Secretary Lane, of the Interior Department, delivered before the employees of the department at Washington an address on "The Makers of the Flag" that met with an instant and hearty response throughout the land. The address was reprinted in this magazine and in countless other publications, and now it appears in conjunction with other patriotic utterances by Mr. Lane in a little book entitled, "The American Spirit." Nowhere have the national ideals been more clearly expressed.

**Through War to Peace.** By Albert G. Keller. Macmillan. 181 pp. \$1.25.

A discussion of the war from the point of view of sociological theory. The Germans, according to Professor Keller, have developed a code of their own sharply opposed to the international code of civilization. This war is the inevitable conflict between the two systems of national conduct and development.

**Blocking New Wars.** By Herbert S. Houston. Doubleday, Page & Co. 209 pp. \$1.

Mr. Houston is a firm believer in the League to Enforce Peace, and gives a cogent argument for the use of economic pressure as an instrumentality for the prevention of war. He declares that economic pressure against Austria might have averted the present war. His book is devoted to an exposition and amplification of these views, with interesting references to historic facts.

**War-Time Control of Industry.** By Howard L. Gray. Macmillan. 307 pp. \$1.75.

This book summarizes England's experience in the successive stages of governmental control over industry in war time. This experience is of great importance to the United States, where the Government is just beginning to deal with kindred problems. In fact, a part of the information contained in this volume was gathered for the Commercial Economy Board of the Council of National Defense. Many of the facts here stated are not easily accessible in other books.

**The Aims of Labor.** By Rt. Hon. Arthur Henderson, M.P. B. W. Huebsch. 108 pp. 50 cents.

This pamphlet comprises the substance of several statements of war aims made by Mr. Henderson, as the spokesman of the British Labor Party, and also includes several new chapters. It is not only an authoritative statement of the views of the Labor Party, as such, but is perhaps the most statesmanlike contribution made to the discussion of the principles involved in this war, with the exception of the utterances of President Wilson and Premier Lloyd George.

**Russia's Agony.** By Robert Wilton. Longmans, Green & Co. 356 pp. Ill. \$4.80.

This book is the contribution of one of the few English writers who have had for a long time an intimate acquaintance with the Russian people. As correspondent of the London *Times* at Petrograd, Mr. Wilton has been for the past fourteen years an eye-witness of events in Russia, and was the only non-Russian civilian who had a part in all the phases of the collapse of socialism as a national force in July of last year during the brief offensive and disastrous retreat of the Russian armies in Galicia. His information, therefore, is of a far more substantial character than is that of most of the authors who have attempted to write upon the Russian collapse in English.

**The Last of the Romanoffs.** By Charles Rivet. Translated by Hardress O'Grady. E. P. Dutton Company. 309 pp. Ill. \$3.

M. Rivet, as Petrograd correspondent of *Le Temps*, of Paris, has lived in Russia since the beginning of the present century. He speaks Russian and has mingled much with the aristocracy, the middle class, and the peasants. His sympathies have always been with the advanced Liberals. The first portion of his present book is an attempt to make Russia known to his countrymen,

while in the second part he gives a vivid account of the Revolution, as he saw it. He was early alive to the dangers of secret diplomacy and tried to warn the French people of the perils involved in the Dual Alliance. In his chapters dealing with this subject, he reflects severely on the duplicity of the former Russian Government.

**"The Dark People." Russia's Crisis.** By Ernest Poole. Macmillan. 226 pp. Ill. \$1.50.

Mr. Poole gives in this volume his impressions of the rapidly shifting phases of Russian history, as he saw them in the summer and autumn of 1917. Although he deals with the various political parties and the Council of Workmen and Soldiers, the army, the industrial and labor problems, and the question of food and supplies, the whole discussion centers on the peasants, commonly called the "Dark People," and to them he devotes the latter half of his book. It is in this portion of the volume that American readers will find the information of which they are chiefly in need.

**Runaway Russia.** By Florence MacLeod Harper. Century Company. 321 pp. Ill. \$2.

Mrs. Harper, an American woman with special training as a newspaper correspondent, saw the Russian Revolution from its beginning until the fall of Kerensky. "Runaway Russia" is a picture of the Revolution as seen through a woman's eyes. A keen instinct for the dramatic and the picturesque has enabled her to write a readable and vivid narrative.

**Surgeon Grow.** By M. C. Grow. Frederick A. Stokes & Co. 304 pp. Ill. \$1.50.

Dr. Grow, an American physician, left his practise and went to Russia in 1915, becoming a Lieutenant-Colonel in the Russian Army Medical Corps. He served in three great campaigns, remaining until the collapse under Kerensky in 1917. His book gives countless instances of Russian valor in the face of the most disheartening conditions.

**Over the Threshold of War.** By Nevil Monroe Hopkins. Philadelphia: J. B. Lippincott Company. 375 pp. Ill. \$5.

When the war began Major Hopkins was in Russia and saw the mobilization of the Czar's troops. But he immediately passed through Germany into France and while attached to the American Embassy at Paris he aided the many distracted Germans and Americans who sought protection there. When he returned to Germany and Belgium under pretext of official business, he was put at forced labor by a German patrol in Belgium. His account of his numerous adventures in the early days of the war is readable and frequently amusing.

**Attack.** By Edward Liveing. Macmillan. 114 pp. 75 cents.

A well-written narrative of the British attack on Gommecourt at the beginning of the Battle of the Somme on July 1, 1916. Mr. John Maysfield supplies the introduction.

**Raemakers' Cartoon History of the War.**  
Vol. I. Century Co. Ill. \$1.50.

The makers of cartoons play an important part in every conflict, industrial, sociological or military, of modern times. One can hardly as yet estimate how much the Dutch cartoonist, Louis Raemakers, has done to forward the cause of the Allied Nations. Maximilian Harden said of him: "He is worth to the Allies at least two army corps."

When the fields of Flanders are healed of their scars, when the great guns are silent, when the horror of war is forgotten, Raemakers' work will remain, an indelible record of Teutonic ruthlessness, the monument of a civilization gone mad, a warning "lest-we-forget." This is the first volume of a series of four which will contain Raemakers' cartoons in chronological order, and it is the first low-priced edition of Mr. Raemakers' work in America.

**Bairnsfather: Fragments from His Life.**  
Putnams. 96 pp. Ill. \$1.25.

Bruce Bairnsfather, Captain of the Royal Warwicks and cartoonist extraordinary to the British Expeditionary Forces, is known as "the man who made the British Empire laugh." He has extracted from a soldier's life at the front all the humor of sharp contrasts and trench make-shift, even of surprise attacks, and coined it into realistic sketches so extremely funny that they bring instant laughter and cleanse the mind of the tensions of war. This book of Bairnsfather cartoons contains a sketchy biography of the young soldier as jotted down by friends and acquaintances. He is the son of Major Thomas Bairnsfather of the Cheshires. He was born in the Himalayas, educated at Trinity College, and after preliminary training attached to his father's regiment, the Cheshires. He went to the front at the beginning of the war. Most of his sketches were made to amuse and cheer his comrades in the trenches. He describes the long days in the



"ON LEAVE"—A BAIRNSFATHER DRAWING  
("By Gad, it's worth it!")



THE ENVOY TO HER MAJESTY

"Madam, your soldiers will get splendid Prussian uniforms, and your Majesty will have a place of honor in the retinue of the Kaiser."

(From Raemakers' "Cartoon History of the War")

earth burrows as more devitalizing than any offensive, and times when anything that would ease the strain and produce laughter is a god-send. He was wounded at Ypres, invalided home and engaged as a machine gun instructor, but eventually found his way back to France to cheer the Tommies with his pencil. He doesn't make propaganda with his pencil as Raemakers does. His sketches of Huns are as human and funny as those of the Britishers. The undercurrent of his drawings says: War is a bad business; let's get it over and be human again.



**Miss Pim's Camouflage.** By Lady Stanley.  
Houghton, Mifflin. 322 pp. \$1.25.

A most amusing war story that is a welcome relief from the great mass of books written about the war. Miss Pim, a British spinster of uncertain age, suddenly discovers that by stretching her neck backwards and making a little crick in her backbone, she can become invisible. She offers herself for war service at the British General Staff Headquarters and is sent through Germany as a spy visible and invisible. The tale of Miss Pim's adventures with German soldiers, even with the Kaiser and the redoubtable Hindenburg, is the most consummate blending of humor with horror that has been written since the beginning of the war. Miss Pim is captured; she is condemned to be shot, but her invisibility foils her captors and she escapes to the English lines and receives the Victoria Cross for the important in-



"HENRY AND ME"

(William Allen White—at the right—and Henry Allen, both of Kansas)

formation she has gathered. Lady Stanley is one of the best-known women in the British Empire, the widow of Sir Henry M. Stanley, the African explorer.

**The Martial Adventures of Henry and Me.** By William Allen White. Macmillan. 338 pp. Ill. \$1.50.

Two distinguished sons of Kansas, Mr. William Allen White and Mr. Henry Allen, born in the same year and for a long period "esteemed contemporaries" of each other in Kansas journalism, last year visited France together in the interest of the Red Cross and in the course of the journey inevitably came in contact with much material for good copy. Mr. White has given the reading public the benefit of this contact in the form of a volume entitled, "The Martial Adventures of Henry and Me." The book is humorous, incisive, informing, and naturally permeated with the Mid-Western spirit. Tony Sarg's drawings are in keeping with the liveliness of the text.

**Over Periscope Pond.** By Esther Sales Root and Marjorie Crocker. Houghton, Mifflin Company: Boston. 285 pp. Ill. \$1.50.

Letters from two American girls engaged in war work in Paris from October, 1916, to January, 1918.

**The Secret Press in Belgium.** By Jean Massart. T. Fisher Unwin, Ltd., Adelphi Terrace, London. 96 pp. Ill. 2/6.

A description of a phase of Belgium's existence under German rule that has greatly interested Americans—the clandestine printing and distribution of newspapers, pamphlets, books and other

publications. When reading M. Massart's account one enjoys the novel experience of perusing uncensored writings. This secret press, as the author of this little pamphlet remarks, "enables the foreigner to realize the indomitable energy and the persistent good humor of a people that will not allow itself to be crushed."

**The Soldier's Scrap Book.** By William R. Kane. Ridgewood, N. J.: Station Place Press. 111 pp. 60 cents.

A miscellaneous collection of songs, poems, and prose selections of interest to the average soldier.

**Above the French Lines.** Letters of Stuart Walcott, American Aviator. Princeton University Press. 93 pp. \$1.

Stuart Walcott, a Princeton Senior who lost his life in December last as an aviator in the French service, was the son of Dr. Charles D. Walcott, Secretary of the Smithsonian Institution at Washington. The present volume is made up of letters that he wrote from the front during the latter half of 1917. In these letters he relates his experiences in the air service and unconsciously reveals the kind of courage that should prove an inspiration to young men in the American service.

**Airfare of To-day and of the Future.** By Edgar Middleton. Charles Scribner's Sons. 192 pp. Ill. \$1.50.

So rapid are the changes in the methods of air fighting in this war that it is too much to expect of any book on the subject that the very latest developments will be covered. Mr. Middleton's volume at least gives a fair presentation of the conditions of air work as they stood at the beginning of the war, together with a clear statement of the general lines on which the progress of airfare, as he calls it, has been promoted down to the present time.

**The Adventures of Arnold Adair, American Ace.** By Laurence LaTourette Driggs. Boston: Little, Brown & Company. 335 pp. \$1.35.

Arnold Adair, a New York boy who attended a boys' school in Switzerland before entering Harvard College, joined the French flying corps in the first year of the war. In this book he gives a thrilling account of a submarine hunt by French airplanes, a successful attack against a Zeppelin, bomb-throwing expeditions, and finally a dramatic meeting in the air between the American Ace and his old school chum, Reinhart, who was a pilot in the German Air Service. The story is obviously fictitious, but conditions are accurately stated.

**Aircraft and Submarines.** By Willis J. Abbot. G. P. Putnam's Sons. 388 pp. Ill. \$3.50.

Mr. Abbot treats two distinct subjects in a single volume. His aircraft story is exceedingly well told, and is illustrated by many full-page reproductions from photographs and from paintings, including those of John D. Whiting, and the eminent French artist and aviator, Lieutenant Farré. The section on the submarine boat covers the American work of Holland and Lake,



and gives an excellent account of the development of the invention in Europe.

**Just Behind the Front in France.** By Noble Foster Hoggson. John Lane Company. 171 pp. \$1.50.

Mr. Hoggson was a member of the American Industrial Commission that visited France in the fall of 1916 in order to study actual conditions and learn how the help of the United States might be most effectively extended. In this volume he gives an account of what he saw on that journey.

**The A. E. F. With Pershing's Army in France.** By Heywood Broun. D. Appleton & Co. 296 pp. \$1.50.

Mr. Broun was with the first detachment of American troops when they landed in France last summer, stayed with them in their training camp, and saw them enter the trenches. His book forms one of the liveliest accounts of the early adventures of Pershing's men that have appeared in print.

**Handbook of Northern France.** By William Morris Davis. Harvard University Press. 174 pp. Ill. \$1.

This handbook, prepared with the approval of the Geography Committee of the National Research Council, is highly commended by Colonel Paul Azan, of the French Military Commission, to this country. He declares that the information about the geography of France contained in this book is indispensable to army officers on foreign service. The region northeast of the Seine is treated in detail, and there is a brief account of the adjacent portions of Belgium and Western Germany.

**In the National Army Hopper.** By Draft No. 357. J. B. Lippincott Company. 54 pp. 25 cents.

This compact summary of the National Army's daily routine is said to have been prepared by a well-known army officer.

**The Making of a Modern Army.** By Rene Radiguet. G. P. Putnam's Sons. 163 pp. \$1.50.

An up-to-date study by a French general, based on three years' experience on the Western Front. General Radiguet's instruction and suggestions as to the organization of an army and the method of its operations in the field may be profitably studied by all American officers.

**The Cadet Manual.** By Major E. Z. Steever III. and Major J. L. Frink. J. B. Lippincott Company: Philadelphia. 317 pp. \$1.50.

An official handbook for high-school volunteers.

**Bombs and Hand Grenades.** By Captain Bertram Smith. E. P. Dutton Company. 90 pp. Ill. \$2.

A technical description, well illustrated with diagrams, and including British, French, and German types of construction.

**From All the Fronts.** By Donald A. Mackenzie. Frederick A. Stokes Company. 199 pp. \$1.50.

A series of war stories, together with brief biographical sketches of General Sir William Robertson, Field Marshal Sir Douglas Haig, General Foch, General Petain, and Admiral Sir David Beatty.

**Mexico's Dilemma.** By Carl W. Ackermann. George H. Doran Company. 281 pp. \$1.50.

This volume contains the greater part of five articles contributed a few months ago by Mr. Ackermann to the *Saturday Evening Post*, of Philadelphia, together with considerable new material. Mr. Ackermann is an experienced newspaper correspondent, and while in Mexico made a careful estimate of German activities there.

**Militarism and Statecraft.** By Munroe Smith. G. P. Putnam's Sons. 286 pp. \$1.50.

Of the articles included in this volume, the first, "Military Strategy versus Diplomacy," deals with the outbreak of the Great War; the second, "Diplomacy versus Military Strategy," with the widening of the conflict through British intervention into a World War extending over the Eastern Hemisphere; the third, "The German Theory of Warfare," with the further expansion of the conflict through the intervention of the United States and other nations that had desired to remain neutral; and the fourth, "German Land Hunger," with the less direct but more decisive causes of the war which are found chiefly in the desires and illusions that had been developing for at least half a century in the German national mind. An appendix contains correspondence with Colonel Theodore Roosevelt occasioned by the publication of the first article.

**Liberty and Democracy.** By Hartley Burr Alexander. Marshall Jones Company: Boston. 229 pp. \$1.75.

A volume of essays on American ideals by the Professor of Philosophy at the University of Nebraska. There is no attempt in this book to dogmatize, but merely to set forth fairly and without prejudice the American opinions of liberty and democracy as they react to the World War. The essays are noteworthy for their clearness of statement.

**The Secret of the Marne.** By Marcel Berger and Maude Berger. G. P. Putnam's Sons. 361 pp. \$1.50.

A novel built around the crisis at the Marne when Von Kluck turned to the southeast instead of continuing on the road to Paris. A young French sergeant, according to this tale, held the key to the situation and thus saved Paris.

**The World War and the Road to Peace.** By T. B. McLeod. Macmillan. 126 pp. 60 cents.

A justification of the war, addressed in the main to pacifists, with an introductory note by Reverend Dr. S. Parkes Cadman.



# NATURE AND OUT-OF-DOOR BOOKS

**The Human Side of Birds.** By Royal Dixon. Stokes. 246 pp. \$1.75.

A most entertaining volume of bird study written from a new angle which shows that birds have many traits in common with mankind. Mr. Dixon writes in the foreword that birds fill all professions from fishermen to street cleaners. Woodpeckers are storekeepers; yellowhammers are owners of wine cellars; wry-necks are bakers of ant-cakes. Some birds raise insects for provisions, maintain unions, military and labor organizations. They have a distinct social life, artistic homes and entertain extensively. They are of as many shades of disposition as there are types of people. The chapters consider birds as cliff dwellers and mound builders, policemen of the air, dancers, athletes, musicians, roadmakers, street-cleaners and fishermen. Other chapters picture the birds' beauty parlors, their courts of justice, and their theaters. The volume is written with great sympathy and charm and delightfully illustrated.

**Wilderness Honey.** By Frank Lillie Pollock. Century Co. 325 pp. \$1.25.

Do you want to know how to keep bees and increase the nation's store of sweets in wartime? And if you do, would you like to read all the details of successful bee-keeping in the form of a most delightful story that fascinates by the sheer charm of its narrative? Then read "Wilderness Honey," a breezy adventure story of several young people who started a bee-ranch for profit in the wilds of Canada. Mr. Pollock, the author, is a beekeeper of large experience. Early in the spring he has his armies of bees on a ranch down South on the Alabama River, where they gather, during March and April, honey from the wild flowers, the Alabama tulepo, and the ti-ti. When that season comes to an end, he ships his bees to Canada where the bees at once go to work on the blossoms of the clover and wild raspberry. The book has six full-page illustrations by H. C. Edwards.

**Our Backdoor Neighbors.** By Frank C. Pellett. Abingdon Press. 209 pp. Ill. \$1.50.

A well printed, illustrated book about birds and animals, and their intimate ways that every boy and girl who is going to the country for a vacation will want to own. It is the most delightful volume of nature study among recent publications. The photographs are unusual and show what can be done in the way of photographing animals and birds if one has affection for them and a store of patience. The last chapter, "The Caterpillar's Prophecy," is a sermon of faith in the Creator of all things. The naturalist is convinced after observing the change from caterpillar to butterfly that the "same invisible Hand that had transformed the sleeping caterpillar would prepare him for a state that would bring the fullest development to his dormant powers."

**Fieldbook of Insects.** By Frank E. Lutz. Putnam. 509 pp. Ill. \$2.50.

A valuable handbook of pocket size prepared

by the associate curator of the Department of Vertebrate Zoölogy of the American Museum of Natural History. The material and plates are arranged with special reference to the northeastern United States, and aim to answer all common questions nature-students or farmers would ask about insects. This compilation is invaluable for the farmer and home gardener. The great number of varieties of insects are hardly realized by the layman. There are, for instance, 15,000 species found within fifty miles of New York City.

## CAMPING AND TOURING

**The Book of Camping.** By A. Hyatt Verrill. Knopf. 195 pp. \$1.

Nearly every one has a desire really to go camping. This handbook of convenient size to slip in one's pocket tells what camping means, how and where to camp, how to keep house with primitive utensils, and gives directions for trailing and tramping, fishing, trapping, and emergency hints for first aid in case of accident. The suggestions are condensed and practical, and diagrams and drawings show the amateur camper just how to follow them.

**Touring Afoot.** By C. P. Fordyce. Outing Co. 166 pp. Ill. 80 cents.

To the seasoned walker there is no more delightful way to spend a vacation than to "hit the trail." This volume, number 52, of the Outing Handbooks, divides tramping into two divisions: Road Tramping, and Forest Cruising, and gives complete illustrated directions for following both pastimes.

**The Story of a Pass in the Adirondacks.** By Rev. A. L. Byron-Curtiss. Badger. 224 pp. \$1.25.

The "pass" in this book is not one of the gateways of the Adirondacks, but a pass on paper which enabled a man and two boys to have a good time camping and fishing on the territory owned by an exclusive Adirondack club. While the material is desultory, a compound of the author's experiences and observations, together with stories picked up in his travels; it is pleasantly written and will please those who anticipate a vacation in the Adirondacks.

## FARM BOOKS

**The Fat of the Land.** By John Williams Streeter. Macmillan. 406 pp. \$1.50.

A new edition of a popular work which will undoubtedly be welcomed to-day as eagerly as at the time of its first publication. Dr. Streeter's account of the purchase and development of a factory farm shows what can be done under intelligent management with waste land that has become impoverished. It is a fascinating story of human effort, and at the same time a practical manual that will assist up-to-date farmers who use modern scientific methods.

**Farm Accounting.** By Hiram T. Scovill. Appleton. 429 pp. Ill. \$2.

This manual shows the farmer who owns his farm, the tenant farmer and farm manager, how to keep his accounts accurately and easily. The author notes that the business of farming after passing through the self-sufficing and money-making stages is now entering upon the third stage, which is the scientific stage. As land values must rise on account of the exhaustion of public domain, the farmer must realize interest on his capital as well as on labor, therefore exact accounting becomes a necessity.

**Three Acres and Liberty.** By Bolton Hall. Macmillan. 276 pp. Ill. \$1.75.

A revised edition of a book that helped to pave the way to our millions of war gardens. It is a spirited and reliable guide to intensive agriculture, and shows, as the author states in the foreword, that the "earth brings forth abundantly after its kind to satisfy the desire of every living thing." Every chapter of the new edition has been revised by a specialist in order to make the book thoroughly up-to-date in methods of modern scientific agriculture. It is said not one worker who followed its counsels reported failure.

## ECONOMICS AND GOVERNMENT

**History of Labor in the United States.** By John R. Commons, David J. Saposse, Helen L. Sumner, E. B. Mittleman, H. E. Hoagland, John B. Andrews, Selig Perlman. With an Introductory Note by Henry W. Farnum. Macmillan. Vol. I. 623 pp. Vol. II. 620 pp. \$6.50 each.

Two features sharply distinguish this work from others in its field. In the first place, it includes a careful description of economic, social and political conditions in this country, based on original sources. It takes account of historical forces that have been at work in the United States from the beginning, and in a sense offers an economic interpretation of American history. In the second place, instead of attempting merely to record the rise of labor organizations, the book goes deeper and traces the history of the movements that have underlain such organizations, together with the philosophies and ideals that those movements represent. Professor Commons, the chief editor of the work, besides being a lifelong student of the American labor problem, has had much practical experience as a member of the Industrial Commission of Wisconsin and of the Federal Commission on Industrial Relations. He not only knows his subject historically, but he has an intimate acquaintance with the manifold complexities of the present-day labor movement. As editor of the "Documentary History of American Industrial Society," published by the Carnegie Institute, Professor Commons did pioneer work in this field, which has been recognized by economists throughout the country.

**Social Democracy Explained.** By John Spargo. Harper & Brothers. 338 pp. \$1.50.

Mr. Spargo is an American Socialist who has felt compelled to leave the Socialist party because of its attitude on the war. In this work he gives an able exposition of the fundamental principles of socialism and discusses their application in modern society. His concluding chapter, an unreserved denunciation of the liquor traffic is radically opposed to the treatment of this topic that is usually met with in socialist literature.

**Coöperation, the Hope of the Consumer.** By Emerson P. Harris. Macmillan. 328 pp. \$2.

Mr. Harris approaches his subject from the

storekeeper's viewpoint. In an introduction to the volume Mr. John Graham Brooks says that the author's years of experience with a cooperative store free the reader at once from all fear that he is to have another sentimental handling of this subject. On the other hand, the treatment of the problems of coöperation is eminently practical throughout.

**Profit-Sharing.** By Arthur W. Burritt, Henry S. Dennison, Edwin F. Gay, Ralph E. Heilman, and Henry P. Kendall. Harper & Brothers. 328 pp. \$2.50.

This volume gives the results of an investigation undertaken three years ago by a group of business men and university professors. No one of these investigators, it should be said, started with the assumption or reached the conclusion that profit-sharing is to be regarded as a social panacea. So far from believing that it could be made an instrument for revolutionizing the present economic system, the régime of private property and the wage system was presupposed, and the investigators merely endeavored to mark out the place of profit-sharing within that system. They became convinced that its possibilities of usefulness are far greater than has been generally realized, and that it may be expected to have a wider and more carefully planned use in the future. In presenting the results of their inquiry the authors have performed a useful service.

**Organized Banking.** By Eugene E. Agger. Henry Holt and Company. 385 pp. \$3.

The introduction of the Federal Reserve System, with the attendant changes in American banking methods, seems to demand a fresh treatment of the whole subject of American banking. In the present work the mobilization of credit by the commercial bank is explained, and the reader is made acquainted with the principles that must be borne in mind in the organization of such banks into a nation-wide system.

**The Chicago Produce Market.** By Edwin G. Nourse. Houghton, Mifflin Company: Boston. 304 pp. \$2.25.

The latest volume in the Hart, Schaffner and Marx Prize Essay Series. Allusion was made to the Chicago market situation in articles con-

tributed to the *REVIEW OF REVIEWS* for April last. In the present volume the author discusses both the wholesale and retail market systems and their effect on prices, with an account of the Chicago Municipal Markets Commission and other projects for improving the situation there. The profits of the producer and the middleman and the ultimate cost to the consumer are analyzed in an illuminating way.

**Regulation of Railways.** By Samuel O. Dunn. D. Appleton & Co. 352 pp. \$1.75.

A timely discussion of government ownership *versus* government control by the editor of the *Railway Age*. Assuming that the present system of government control is to serve merely as a war measure, Mr. Dunn contends that to return to the old system of management on the coming of peace without first making important reforms of regulation would be highly undesirable. The changes in our past machinery and policy of regulation which the writer believes could be made are indicated in this volume, which includes a discussion of "the failure of government ownership in Canada."

**Use Your Government.** By Alissa Franc. E. P. Dutton & Company. 374 pp. \$2.

This book is addressed to the individual citizen, and undertakes to show what most citizens possibly have never thought of—how their government directly helps them in many of the common relations of life.

**Creating Capital.** By Frederick L. Lipman. Houghton, Mifflin Company. 72 pp. 75 cents.

A straightforward, common-sense statement of what is involved in money-making as an honorable aim in life.

**The State Tax Commission.** By Harley Leist Lutz. Harvard University Press. \$2.75.

This volume sets forth the development and results of State control over the assessment of property for taxation. Many well-informed Americans are really unaware of the important part now played by many of the State governments in matters of taxation. Within the past few years there has been a rapid approach to coordination in tax administration, and for the first time we begin to see something like a possible solution of the problem of equitable distribution of the property tax. This monograph, prepared by the Professor of Economics of Oberlin College, was awarded the David A. Wells prize for the year 1915-16.

**Excess Condemnation.** By Robert E. Cushman. D. Appleton & Co. 323 pp. \$2.

This volume in the "National Municipal League Series" deals with a question of municipal government that has rapidly come to the front of late. That portion of the American public which dwells in cities has long been familiar with the practise of condemning land for parks, public buildings, or other enterprises which have for their ultimate object civic or social betterment. The proposition for excess condemnation means that the city shall have the right to condemn other

property in the vicinity of such improvements and to sell this adjoining property at a profit later on because of the enhanced property values caused by the improvements themselves. In this volume the subject of excess condemnation is treated from the standpoint of the American city. This is a pioneer book.

**Principles Governing the Retirement of Public Employees.** By Lewis Meriam. D. Appleton & Co. 476 pp. \$2.75.

This volume, published under the auspices of the Institute for Government Research, covers ground that is unfamiliar to the average citizen or even to the members of our State Legislatures or of the National Congress. The experience of other counties with retirement systems has been studied to advantage, and an attempt has been made to work out a rational and consistent system applicable to a democracy like that of the United States. The social, economic, administrative and financial problems are considered and due attention is given to the objections that have been urged against retirement legislation.

**The National Budget System and American Finance.** By Charles Wallace Collins. Macmillan. 151 pp. \$1.25.

Everybody believes that the budget system in national finance must come. Some approach to such a system has already been adapted in several of the States. The Nation must quickly follow suit, and the urgency of the matter is enhanced by the enormous cost of the war. In this little book, Mr. Collins explains what the budget system is and what it involves by way of administrative readjustment at Washington.

**Burrows of Michigan and the Republican Party.** By William Dana Orcutt. Longmans, Green & Co. Vol. I. 357 pp. Vol. II. 369 pp. Ill. \$6.

The late Senator Burrows, of Michigan, was a member of the "Old Guard" of the Republican party, faithful to the last and suffering defeat in the primaries because of his resolute stand against progressivism in the party. His biographer is clearly not in sympathy with reactionary politics in any form, yet he deals tactfully and in the main fairly with those episodes in Mr. Burrows' later years which brought out the quality of his assertive "Stand-pat" Republicanism of early twentieth-century vintage. It is with Mr. Burrows' record as a Republican from 1856 to 1900 that Mr. Orcutt is more deeply concerned, and his services to the causes of protection and sound money are fully and appreciatively set forth.

**Norman Institutions.** By Charles Homer Haskins. Harvard University Press: Cambridge. 377 pp. Ill. \$2.75.

A scholarly account of the rise and growth of the institutions of Normandy, considered especially in relation to the development of English institutions. The Norman origin of the jury, for example, is described in detail. Much of the material of this volume was acquired by Professor Haskins in French archives and has never before been published.

## WAR VERSE, CANADIAN-AMERICAN

CONTROVERSY over the different varieties of poetic art has ceased for the time being, for the poets have undertaken to cheer the soldier in the trenches with lively jingles, and comfort those at home with appreciations of self-sacrifice, bravery and patriotism. The question is no longer asked, Is it poetry? but rather, Does it give us sympathy and comfort, a message to uplift our sinking spirits and a rhythm and a tune to live by? Simple, direct poetry of this kind is found in recent books of American and Canadian war verse.

In "Hours of France," a collection of short poems of France in peace and war, Paul Scott Mowrer expresses his gratitude for the vision of loveliness France has been to him. There are verses on the many aspects of the countryside, poems of Brittany, and lyrics of the war that are tense with deep feeling. One of these pays tribute to an American aviator who was killed at the front.

TO THE MEMORY OF KIFFIN YATES ROCKWELL  
You who fought for France with a mystic passion,  
Soaring fierce and lonely above the thunder,  
Fiery one, aggressor in fifty combats,  
Ever the bravest;

We who know your look, and the noble sweetness,  
All your high disdain for the death you smiled on,  
Bend one thought in reverence down before you—  
Fallen in beauty.

If words could sting to shame the men who planned the war, the poems of George Sterling in "The Binding of the Beast," a book of recent war poems, would accomplish the feat. Yet beyond all hatred of their loathly deeds, the poet discerns that our war is not against men, but against their "bestial heritage." In a sonnet called, "To the Hun," he has made this clear.

## TO THE HUN

Nor for thy lust of conquest do we blame  
Thy monstrous armies, nor the blinded rage  
That holds thee traitor to this gentler age,  
Nor yet for cities given to the flame;  
For changing Europe finds thy heart the same  
And as of old thy bestial heritage.  
The Light is not for thee. The war we wage  
Is less on thee than on thy deathless shame.

Lo, this is thy betrayal—that we know,  
Gazing on thee, how far Man's footsteps stray  
From the pure heights of love and brotherhood,—  
How deep in undelivered night we go,—  
How long on bitter paths we shall delay,  
Held by the bruteship from the Gates of Good.

Selected poems from the popular collections of verse by the late William Henry Drummond, the Canadian singer of the "honest Canayen," and from a volume by May Harvey Drummond are published under the title of one of Drum-

mond's former books, "The Habitant." The volume is of pocket size, bound in khaki and prepared especially for the fighters on sea, on land, and in the air, the boys in khaki and blue.

"Remember when these tales you read  
Of rude but honest 'Canayen'  
That Joliet, La Verandrye,  
La Salle, Marquette, and Hennepin  
Were all true 'Canayen' themselves—  
And in their veins the same red strain  
The conquering blood of Normandie  
Flowed strong and gave America  
Coureurs de bois and voyageurs  
Whose trail extends from sea to sea."

Mr. Don C. Seitz's book of stirring war poems, "In Praise of War," includes his well-known poem, "The Burial of John Paul Jones," originally published in *Harper's Weekly*, which aroused public sentiment and hastened the preparation of a fitting tomb for the great Commodore. Mr. Seitz pays eloquent tribute to the valor of the Canadians at Vimy Ridge.

"Cheers for thee, O tall Canadians!  
Erect as the ever green spruce-trees,  
Strong as the withes of oak and birch sprouts,  
Light in your step as the bark canoe  
Skimming the waves of Lake Nipigon;  
Swift as the red deer, brave as the grizzly,  
Lithe as the panther—lean, too, and tawny;  
Impetuous as the north wind over Saskatchewan,  
Driving all foes before in resistless advancing.  
Oh, valorous victors of Vimy!  
To you on the hilltop  
Lift we our cheers."

In "Sea Dogs and Men at Arms," a Canadian book of songs, Jesse Edgar Middleton, sings the glory of the English on land and sea, and gives Canada her share of praise for all she has done for the British Empire since the beginning of the war. He has commemorated in an eloquent bit of verse "Canada to America," the first appearance of the American flag in the trenches in France. According to the dispatches, Private Robert Davis, of Texas, a member of one of the Canadian battalions which fought at Vimy Ridge, April 9, 1917, carried an American flag, and waved it at the crest of the captured Ridge. He was killed in action shortly afterwards. This is said to be the first time Old Glory was ever displayed on a European battlefield.

At Vimy Ridge your flag was shown,  
The starry Flag we love to praise.  
By one bold Paladin 'twas borne.  
Wreath him the myrtle with the bays.

God rest him! But Canadian guns  
Had torn the enemy to wrack.  
The bayonets of our Northern sons  
Gleamed minatory in his track.

\*The Habitant. By William Henry Drummond. Putnam. 113 pp. \$1.25.

\*In Praise of War. By Don C. Seitz. Harper Bros. 51 pp. \$1.

\*Sea Dogs and Men at Arms. By Jesse Edgar Middleton. Putnam. 104 pp. \$1.

\*Hours of France. By Paul Scott Mowrer. Dutton. 63 pp. \$1.

\*The Binding of the Beast. By George Sterling. San Francisco: Robertson. 55 pp. \$1.

# THE PROBABLE COST OF FOUR YEARS OF WAR

IN the remaining two months of the fourth year of the war, attention will be centered wholly on the military aspects of it. A season of heavy battles is ahead. But, as the summer goes on, the economic aspects will become more prominent. For then the question will gradually be determined as to whether Germany and Austria-Hungary, from their own resources and those which they have torn from Rumania and the Ukraine, are to be able to feed their peoples another winter and supply their factories with the raw materials necessary to the manufacture of munitions. We know now under what stress they are operating. If reports received in this country are only partially true, the food situation in the Central Empires is more serious than at any time since the first year of the war and the sources of supply of materials are slowly running dry.

Against this is the position of the Allies. With them the question of raw materials resolves itself entirely into one of shipping. Given sufficient ships, there will be abundant quotas of these. Without ships, the large harvests which are now promised in the United States and Canada and those of Australia and South America are unavailing where most needed. Therefore, the records of ship production which are being almost daily announced, inspire much confidence, for their impression will begin to be felt most strongly just about the time when the Central Powers take stock of their resources in the early part of the fifth year of war.

## *Austria's Bankruptcy*

It is undoubtedly the economic conditions in Germany and in Austria-Hungary that keep pressing on the military leaders for a decision in the field this summer or fall. We know that Austria is bankrupt and has been so for two years. The Empire, at the outbreak of the war, possessed gold and silver holdings of \$312,000,000. Her note issues were \$432,000,000. The ratio of gold to notes, therefore, was high, or 63½ per cent. At the end of 1917 her note emissions had expanded over eight times the

original amount and were \$3,594,000,000, whereas gold and silver has shrunk to less than \$65,000,000. The net result from the standpoint of the index of solvency was a cover for notes by metal of about 1 per cent.

In the same period Germany, having "borrowed" Austria's gold to make her total look more impressive to her enemies, had expanded her Reichsbank notes over four times, had created over \$1,500,000,000 of loan-bank certificates, and had liquefied the currency of the Empire by other expedients convenient to wartime but to be reckoned with in the final readjustment.

## *America's Weight in the Scale*

As Russia is nominally an ally of Germany, her own financial condition, standing between that of Austria and Germany in degree of effectiveness, cannot be brought into the net average of the Entente and their European associates, which is considerably better than that of their enemies. Then, as the bulwark, we have the great strength of the United States, with its command of a gold fund exceeding that of most of the countries of the world combined and a relatively small note issue to this fund.

The accurate commentator in August will possibly draw a close parallel between the then existing resources of the Allies and those of the Central Powers and the rather close balance between the financial status of the two groups. It will be found that Great Britain and France together are stronger in some essentials than is Germany while, in others, Germany is better fortified than they. The conspicuous fact will be that the United States was essential to the ultimate success of the Allies, both from the factor of men and materials and of money, and that to-day the nightmare of the German statesman is how to overcome the great balance against him, and particularly, how to meet the inevitable weight of American influence over raw materials which his country will require in its reconstruction and of the distributing power of this country to all parts of the globe by means of its great merchant marine.



*Neither Boycotts nor Indemnities Likely*

The idea of an economic boycott after the war is being abandoned. At times it has had considerable vogue and has been put forward as leverage against the Central Powers. It is recognized, however, that this war, as all others, has been bred from the desire for commercial expansion and that if limitations are to be placed by one country against another when peace is arranged there will be set up the constant irritant of war. Likewise heavy indemnities of money, if exacted, lead to endless strife and international discord. Any people, therefore, which believes that it will be able to cancel debts incurred since 1914 by the payments of the vanquished and is to-day spending huge sums in the expectation of so liquidating its war claims, will have an unhappy awakening.

*Summary of the Cost*

It is possible to estimate with a fair degree of accuracy the cost of the four years of war ending with July 31. The actual figures are available for the period to December 31, 1917. A remarkably close review of the situation has been made by the Federal Reserve Board and appears in its April *Bulletin*. It shows that for the three and a half years the public debts of twelve warring countries grew nearly \$112,000,000,000. Since then Great Britain has been spending at the daily rate of from \$30,000,000 to \$35,000,000. Her budget for 1918-19 is \$15,000,000,000. The United States' daily cost, for the period, will average an equal amount. Just now it is above \$40,000,000. Germany is spending approximately the same as Great Britain, French and Italian expenditures combined are not far from \$30,000,000 a day. With the other belligerents and neutrals included the whole daily cost is in the neighborhood of \$150,000,000.

The war debts of the different powers, to July 31, 1918, will be about as follows:

Great Britain and colonies.....	\$33,000,000,000
France .....	20,000,000,000
Russia .....	22,000,000,000
United States .....	12,000,000,000
Italy .....	6,000,000,000

Germany .....	\$32,000,000,000
Austria-Hungary .....	17,500,000,000
Bulgaria and Turkey.....	3,000,000,000

countries of maintaining neutrality, the direct war debt will easily approach \$150,000,000,000.

Prior to August 1, 1914, the debt of the warring nations was as follows:

Great Britain.....	\$3,500,000,000
France .....	6,600,000,000
Italy .....	2,800,000,000
Russia .....	5,000,000,000
United States.....	1,200,000,000

Germany .....	\$1,165,000,000
Austria-Hungary .....	4,000,000,000

The whole debt of these countries, therefore, when they have concluded the fourth year of the war, will be about \$175,000,000,000.

The pre-war interest rate of the greater portion of the debt would average about  $3\frac{1}{2}$  per cent. On the loans made since war began the average would be nearly 5 per cent. If we strike an average for the \$175,000,000,000 of  $4\frac{1}{2}$  per cent. the service of this debt next August will be at the annual rate of nearly eight billions of dollars. In other words, the interest charges will equal the pre-war debt of Great Britain, Italy and the United States and be 50 per cent. in excess of the 1914 national debts of the Central Powers. Germany now has a carrying charge that is more than the equivalent of her pre-war debt.

*Expanding Tax Systems*

All of the nations realize that they must raise more of their war cost from current revenues. Taxation schemes are being developed everywhere. Great Britain and Canada have just introduced new levies on incomes and excess profits, France is steadily expanding her tax system against great opposition originally and German economists are not so satisfied as they were a short time ago with their policy of limiting taxation during the war. In this country the results of last year's tax laws have more than realized the hopes of the Treasury Department with the promise of \$1,000,000,000 from incomes and business profits in excess of the original estimate. Other forms of taxation, however, are being proposed and as the war cost goes on increasing the scale of taxation will have to rise. There will, however, be no such advance in percentage of taxes to bonds in the 1919 budget as there was between 1917 and 1918.

If, to these figures are added the cost to Holland, Switzerland and Scandinavia

# INVESTORS' QUERIES AND ANSWERS

## No. 937. STANDARD RAILROAD BONDS FOR SAFE INVESTMENT

I have about \$10,000 which I wish to invest where I can get the best interest and have the money safe. What do you think of British Secured Notes; Pennsylvania; United States Steel preferred; Great Northern preferred, and New York Central stocks?

We do not know of any good reason why you should not divide a portion of the surplus capital you have available for investment among the securities mentioned. One suggestion in particular which we are constrained to make in respect to the stocks is that there is always a certain amount of business risk connected with the purchase of even the best of this class of securities, so that, especially in a case like yours, we do not believe such securities ought to make up a very large proportion of the whole investment.

To afford a solid foundation for such an investment as yours under prevailing market conditions, we would suggest using perhaps as much as three-fourths of the available funds for the purchase of standard, well-seasoned, long-term railroad bonds like—

Atchison, Topeka & Santa Fe Adjustment Mortgage 4 per cents.

Baltimore & Ohio First Mortgage 4 per cents.

N. Y. Central Consolidation 4 per cents.

Northern Pacific Prior Lien 4 per cents.

Southern Pacific First & Refunding 4 per cents.

Union Pacific 1st & Refunding 4 per cents.

Minneapolis, St. Paul & Sault Ste. Marie 1st Consolidated 5 per cents.

Wisconsin-Central First General 4 per cents.

Of the railroad issues mentioned here, all except the Atchison, Topeka & Santa Fe Adjustment 4 per cents.; N. Y. Central Consolidation 4 per cents., and Wisconsin-Central First General 4 per cents. are legal investments for savings bank and trust funds in New York State, where the restrictions in respect to such investments are perhaps more carefully drawn than under the laws of any other State. The average income figured at the coupon rate from bonds of this general character, if purchased at current prices, would be well over 5 per cent., a rate beyond which one cannot go very far even in these extraordinary times and still keep strictly within the bounds of conservative investment.

## No. 938. SUGGESTIONS FOR YIELD OF OVER 5 PER CENT.

I should be glad to have you suggest how an investment of from two to three thousand dollars might be made so that the principal would be as safe as in a savings bank, but yield as much as 6 per cent.

It is not easy, even in these days of high interest rates, to obtain investments offering savings bank safety together with a yield of as much as 6 per cent. This is especially true in the category of long-term bonds.

However, you would find it possible to obtain a yield of perhaps as much as 5½ per cent. with a high degree of safety by selecting something,

for example, like California Gas & Electric Unifying & Refunding 5 per cents., which we believe are now quoted in the open market at about 90. These bonds represent one of the underlying liens of the Pacific Gas and Electric Company and are in our judgment among the best of the standard seasoned public utility investments. Under ordinary investment market conditions they could be expected to sell in the neighborhood of par.

If you cared to select something in the category of short-term securities you would find it possible to obtain a slightly higher rate of net income with the sacrifice of perhaps only a relatively small degree of intrinsic investment merit. In this category of securities we think we should be inclined to recommend issues like Bethlehem Steel 5 per cent. Notes due February 1, 1919, now quoted in the neighborhood of 98. These notes are secured by the deposit of about \$25,000,000 of the corporation's own bonds and about \$37,000,000 short term obligations of the British Government. There is, we believe, little, if any, doubt that the notes will be paid promptly at maturity.

We mention these two issues in particular to illustrate the general classes of securities in which we think you are likely to find the investment opportunity you seek.

## No. 939. SOME GOOD PREFERRED STOCKS

Will you kindly give me a list of preferred stocks which you consider best for investment at present prices.

Our choice at the present time would be from among such issues as the following:

Atchison, Topeka & Santa Fe preferred, dividend rate 5 per cent., present price about 82, to yield 6 per cent.

Norfolk & Western preferred, dividend rate 4 per cent., present price about 79, to yield about 5 per cent.

American Smelting & Refining preferred, dividend rate 7 per cent., present price 105, to yield 6½ per cent.

American Sugar Refining preferred, dividend rate 7 per cent., present price about 112 to yield 6¼ per cent.

Bethlehem Steel Cumulative preferred, dividend rate 8 per cent., present price about 106, to yield 7.95 per cent.

Sears-Roebuck preferred, dividend rate 7 per cent., present price about 126, to yield 5.85 per cent.

National Biscuit preferred, dividend rate 7 per cent., present price about 114, to yield 6.10 per cent.

United States Steel preferred, dividend rate 7 per cent., present price about 110, to yield about 6¼ per cent.

Liggett & Myers Tobacco preferred, dividend rate 7 per cent., present price about 104, to yield 6½ per cent.

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